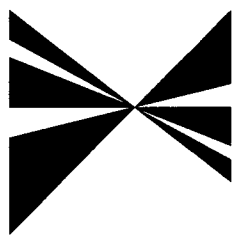


SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

No. 449 MEETING OF THE

REGIONAL COUNCIL

Thursday, February 5, 2004

12:15 p.m. – 2:00 p.m.

NOTE TIME CHANGE

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room

Los Angeles, California 90017

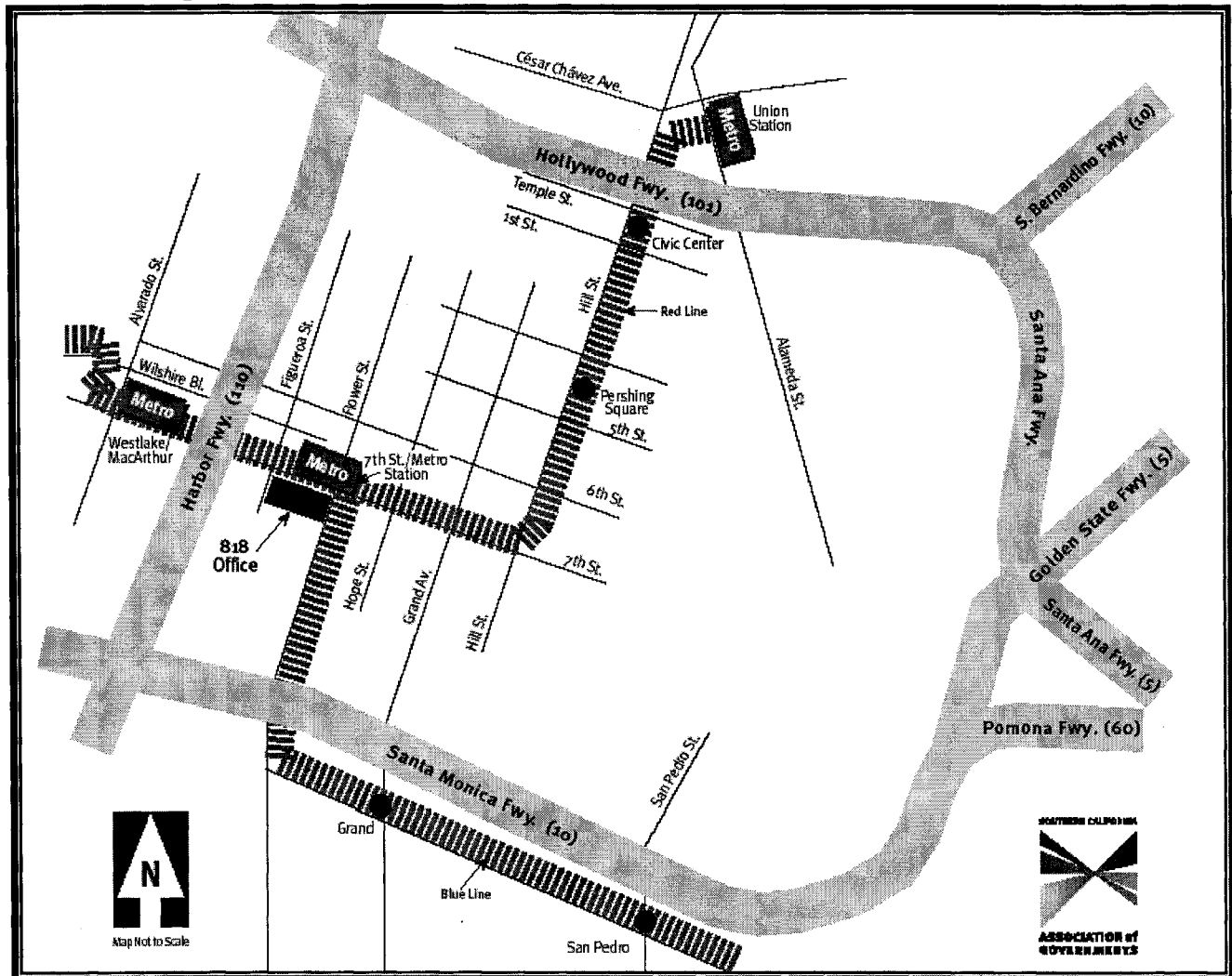
213/236-1800

Agenda & Map Enclosed

**Agendas Available on the
Web @ www.scag.ca.gov**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart @ (213) 236-1868.

How to get to the Southern California Association of Governments



To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

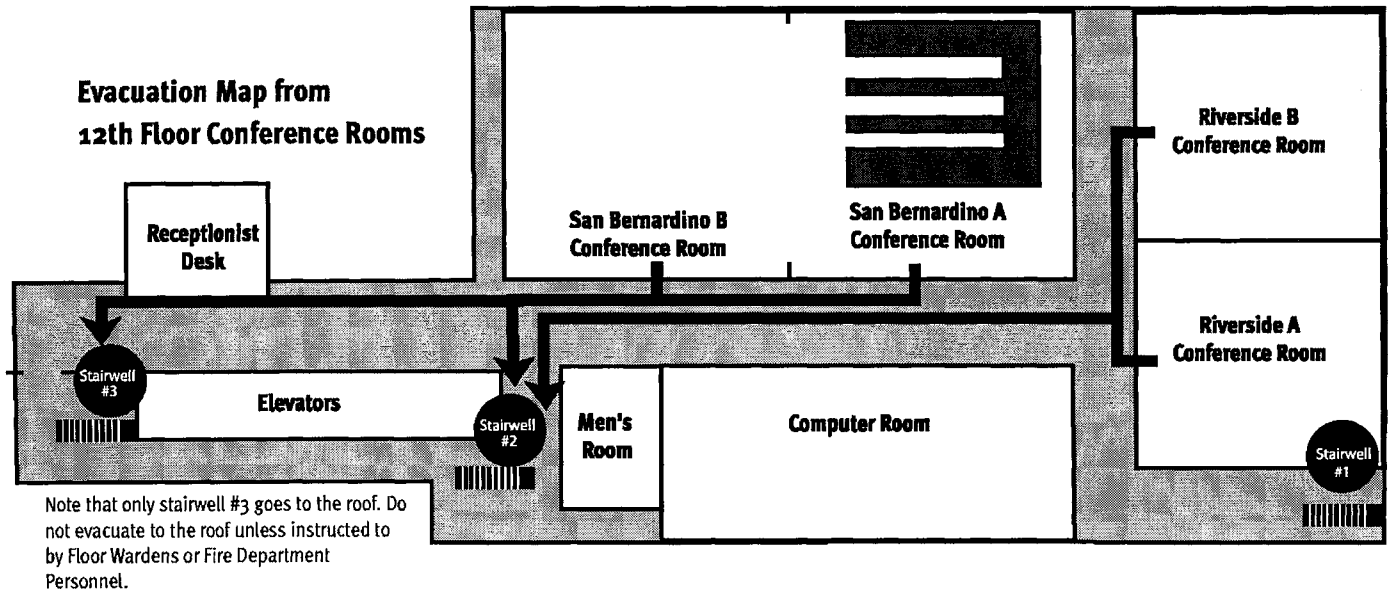
- SCAG is accessible by all Metrolink Service to Union Station. Transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Line Service to SCAG is also available from Alvarado Station.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
- SCAG is served directly by DASH Routes A and B. Bus Service via MTA, Foothill, Santa Monica, Orange County is available to downtown. Call 1-800-COMMUTE for details.

SCAG Main Office:

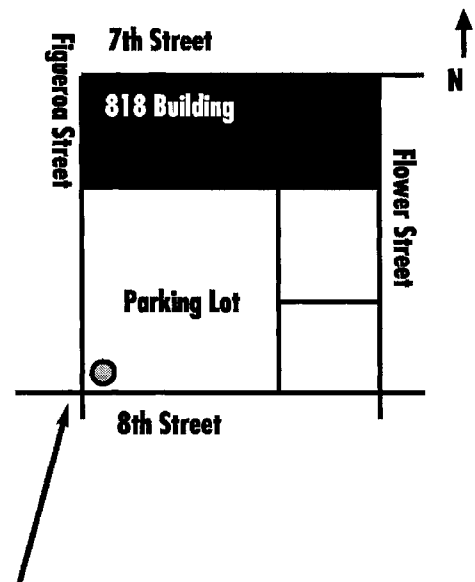
818 West 7th Street, 12th Floor, Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825

<http://www.scag.ca.gov>

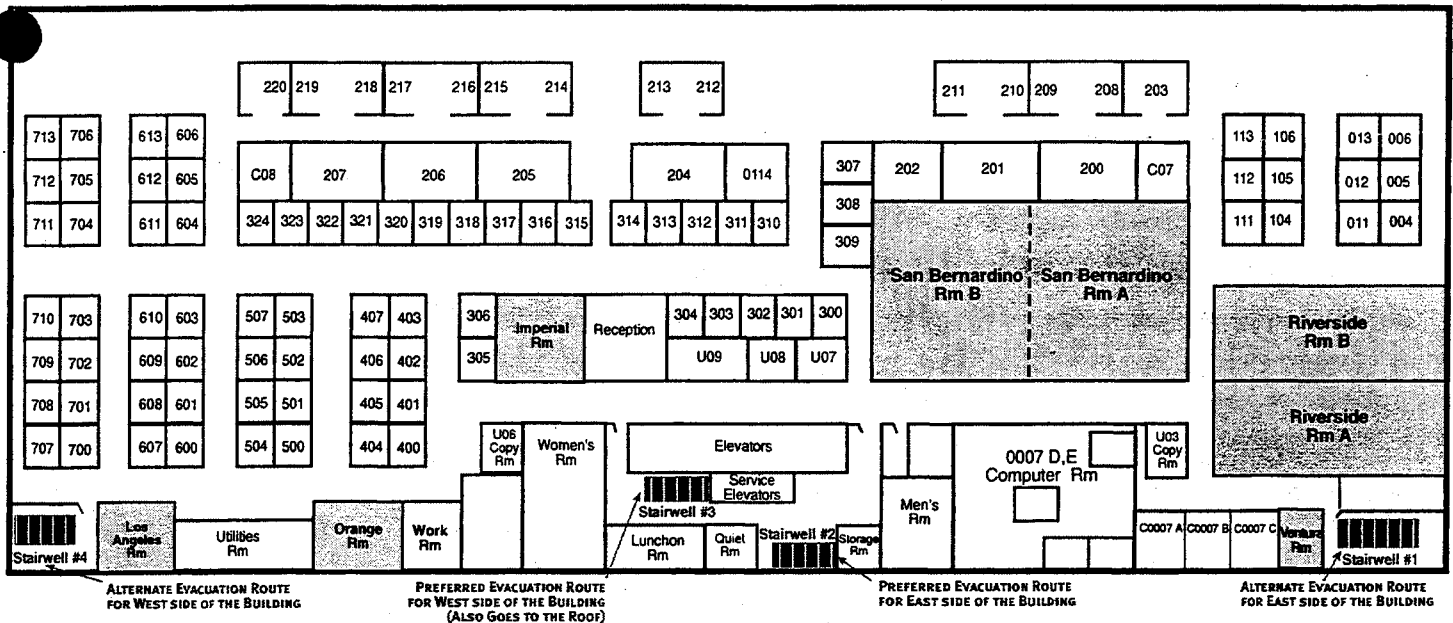
Emergency Evacuation Procedures:



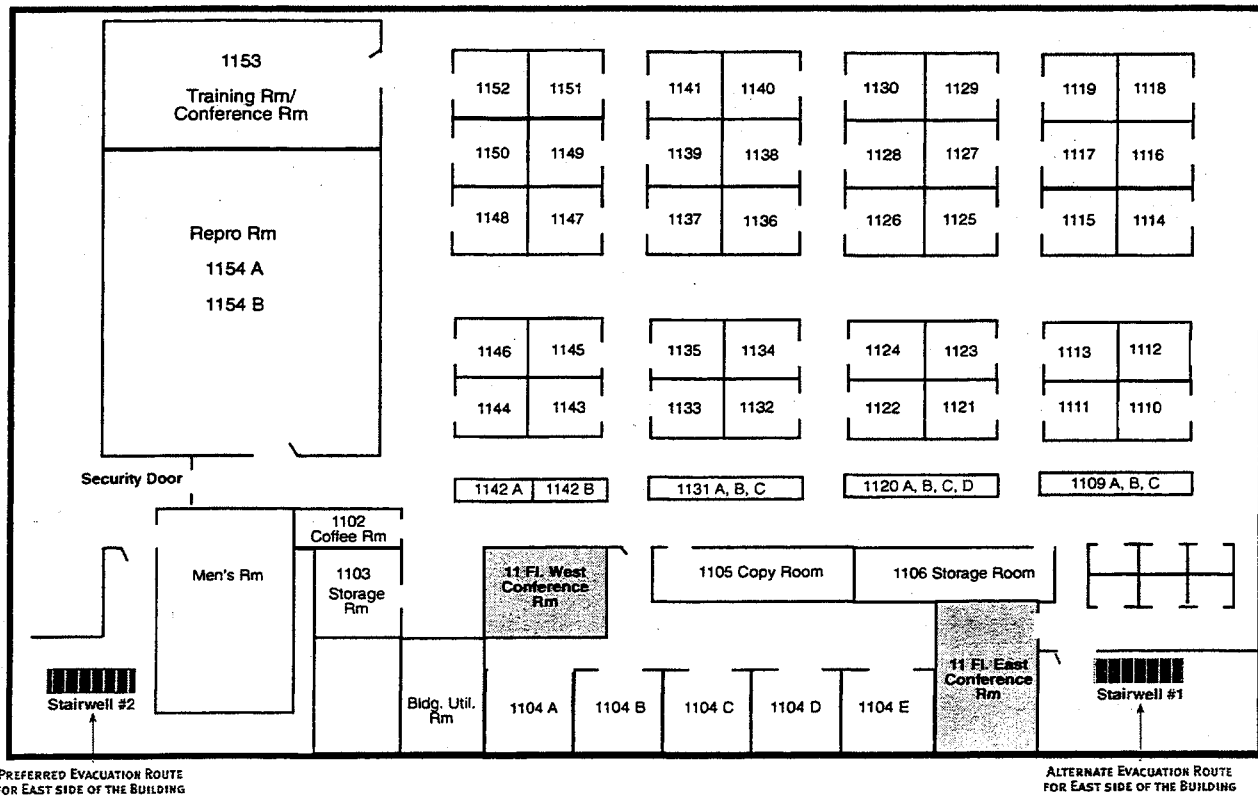
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown above.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.



SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



REGIONAL COUNCIL

AGENDA

		PAGE #	TIME
1.0	<u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u>	Councilmember Perry, President	
2.0	<u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Exec. Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.		
	<u>SO. CALIFORNIA COMPASS UPDATE & MINI WORKSHOP</u>		
	The Regional Council will be give the opportunity to participate in a scaled-down version of the workshop exercise.		
3.0	<u>CONSENT CALENDAR</u>		
3.1	<u>Approval Items</u>		
3.1.1	<u>Approve Minutes of Dec 4, 2003 Attachment</u>	01	
3.1.2	<u>Approval of Contracts Attachment</u>	09	
	♦ Darnell & Associates	10	
	♦ Dowling Associates, Inc.	12	
	♦ Leachman & Associates LLC	14	
3.1.3	<u>Approve 2004 Annual Membership Dues for AMPO of \$18,750 Attachment</u>	16	
3.1.4	<u>Approve Membership request for the U.S. Mexico Border Counties Attachment</u>	18	
3.1.5	<u>Ratify EC Approval to co-sponsor at no cost an Infrastructure Summit at USC</u>		

Feb. 5, 04 RC Agenda
DOCS# 92571 - Stewart

REGIONAL COUNCIL

AGENDA

		PAGE #	TIME
3.2	<u>Receive & File</u>		
3.2.1	<u>Contracts & PO between \$5,000 - \$25,000 Attachment</u>	20	
3.2.2	<u>Conflict of Interest Listing Attachment</u>	22	
3.2.3	<u>Summary of Key Issues and Actions taken by the Policy Committees in December Attachment</u>	23	
3.3	<u>PRESIDENT'S REPORT</u>		
3.3.1	<u>Appointments</u>		
3.3.2	<u>Report on Kern County/SCAG meeting</u>		
3.3.3	<u>Upcoming Meeting with the Indian Nations on Feb. 20, 2004</u>		
3.4	<u>EXECUTIVE COMMITTEE REPORT</u>		
3.4.1	<u>Report on 2004 RTP Matrix</u>		
3.4.2	<u>State Budget Implications on Conformity of the RTP & TIP</u>		
3.5	<u>EXECUTIVE DIRECTOR'S REPORT</u>		
4.0	<u>ACTION ITEMS</u>		
4.1	<u>Administration Committee Report</u>		Mayor Dixon Chair
4.1.1	<u>Amendment to the Ten Year Strategic Plan Attachment</u>		
	Recommended Action: Support amending the ten year Strategic Plan to permit members of the community to serve on task forces as ex officio members		

Feb. 5, 04 RC Agenda
DOCS# 92571 - Stewart

REGIONAL COUNCIL

AGENDA

	PAGE #	TIME
<u>Administration Committee Report – Cont'd</u>		
4.1.2 <u>Execution of MOU with the City of Los Angeles to develop travel demand simulation Model Attachment</u>	29	
Recommended Action: Approve authorization		
4.2 <u>Transportation & Communications Committee (TCC) Report</u>		Mayor Garcia Chair
4.2.1 <u>Review of Transportation Appropriation Consensus Program Attachment</u>	31	
Recommended Action: Approve		
4.3 <u>Energy & Environment Committee (EEC) Report</u>		Vice Mayor Young Chair
4.4 <u>Community, Economic & Human Development (CEHD) Report</u>		Mayor Alexander Chair
4.5 <u>Communication Task Force Report</u>		Councilmember Proo, Chair
5.0 <u>INFORMATION ITEMS</u>		
5.1 <u>Monthly Financial Report Attachment</u>		Bert Becker, CFO
	63	
6.0 <u>FUTURE AGENDA ITEMS</u>		

Any committee members desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

Feb. 5, 04 RC Agenda
DOCS# 92571 - Stewart

REGIONAL COUNCIL

AGENDA

PAGE #

TIME

7.0 LEGAL COUNSEL REPORT

7.1 Closed Session

- Morrison Claim
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California
Government Code Subdivision C §54956.9
- HDR Appeal
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California
Government Code Subdivision C §54956.9 (one potential case)
- SCAG v. HCD & BT&H
Conference with Legal Counsel - existing litigation to be
heard in closed session in pursuant to California
Government Code Section §54956.9(a)

8.0 ANNOUNCEMENTS

The E Region (NARC) Newsletter was emailed to all members. Additional copies will be available at the meeting.

9.0 ADJOURNMENT

Feb. 5, 04 RC Agenda
DOCS# 92571 - Stewart

DRAFT

UPCOMING EVENTS

February 2004

2/5

SCAG Policy Committees, Regional Council
State of the Region Press Conference

2/11 – 12

Southern California TEA-21 Reauthorization Consensus Trip
to Washington DC

2/13 – 2/15

Independent Cities Winter Seminar, Santa Barbara

2/20

SCAG / Native American Tribal Summit

2/20 – 2/24

NARC 2004 Washington Policy Conference

2/27

National Association of Counties 2004 Legislative Conference,
Washington DC

March 2004

3 / 4

SCAG Policy Committees, Regional Council

3/5 – 3/9

National League of Cities Congressional City Conference,
Washington, DC

3/9 – 11

AMPO Annual Policy Conference, Washington DC

3/17 – 3/18

CSAC Legislative Conference, Sacramento

NO. 448

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 4, 2003

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council of the Southern California Association of Governments held its meeting at the SCAG Offices downtown Los Angeles. The meeting was called to order by the President, Councilmember Bev Perry, City of Brea. There was a quorum.

Members Present

Councilmember Bev Perry, Brea, President	District 22
Councilmember Ron Roberts, Temecula, 1 st VP	District 5
Supervisor Hank Kuiper, Imperial County, 2 nd VP	
Supervisor Judy Mikels, Ventura County	
Councilmember Charles White, Moreno	District 3
Mayor Ron Loveridge, Riverside	District 4
Mayor Lee Ann Garcia, Grand Terrace	District 6
Councilmember Deborah Robertson, Rialto	District 8
Mayor Bill Alexander, Rancho Cucamonga	District 9
Mayor Gary Ovitt, Ontario	District 10
Mayor Lawrence Dale, Barstow	District 11
Mayor Richard Dixon, Lake Forest	District 13
Councilmember Tod Ridgeway, Newport Beach	District 14
Councilmember Lou Bone, Tustin	District 17
Councilmember Alta Duke, La Palma	District 18
Councilmember Ron Bates, Los Alamitos	District 20
Councilmember Art Brown, Buena Park	District 21
Councilmember Paul Bowlen, Cerritos	District 23
Councilmember Gene Daniels, Paramount	District 24
Councilmember Keith McCarthy, Downey	District 25
Councilmember Frank Gurule, Cudahy	District 27
Councilmember Bonnie Lowenthal, Long Beach	District 29
Councilmember Tonia Reyes-Uranga, Long Beach	District 30
Mayor Pro Tem Bea Proo, Pico Rivera	District 31
Councilmember Margaret Clark, Rosemead	District 32
Councilmember Dick Stanford, Azusa	District 33

Members Present – Cont'd

Councilmember Paul Talbot, Alhambra	District 34
Councilmember Harry Baldwin, San Gabriel	District 35
Councilmember Sid Tyler, Pasadena	District 36
Councilmember Tom Sykes, Walnut	District 37
Councilmember Paul Nowatka, Torrance	District 39
Mayor Pro Tem Sandra Jacobs, El Segundo	District 40
Councilmember Dennis Washburn, Calabasas	District 44
Vice Mayor Toni Young, Port Hueneme	District 45
Councilmember Glen Becerra, Simi Valley	District 46
Councilmember Debbie Cook, Huntington Beach	District 64
Councilmember Ted Burgnon, Town of Apple Valley	District 65
Councilmember Robin Lowe, Hemet	RCTC

Members Not Present

Supervisor Marion Ashley, Riverside County	
Supervisor Yvonne Burke, LA County	
Supervisor Chirs Norby, Orange County	
Supervisor Zev Yaroslavsky, LA County	
Councilmember Jo Shields, Brawley	District 1
Councilmember Greg Pettis, Cathedral City	District 2
Councilmember Susan Longville, San Bernardino	District 7
Councilmember Gary Ovitt, Ontario	District 10
Councilmember Cathryn De Young, Laguna Niguel	District 12
Councilmember Richard Chavez, Anaheim	District 19
Councilmember Melanie Andrews, Compton	District 26
Councilmember Judy Dunlap, Inglewood	District 28
Councilmember Llewellyn Miller, Claremont	District 38
Councilmember Pam O'Connor, Santa Monica	District 41
Councilmember Bob Yousefian, Glendale	District 42
Councilmember Mike Dispenza, Palmdale	District 43
Councilmember Carl Morehouse, San Buenaventura	District 47
Councilmember Ed Reyes, Los Angeles	District 48
Councilmember Wendy Greuel, Los Angeles	District 49
Councilmember Dennis Zine, Los Angeles	District 50
Councilmember Tom LaBonge, Los Angeles	District 51
Councilmember Jack Weiss, Los Angeles	District 52
Councilmember Tony Cardenas, Los Angeles	District 53
Councilmember Alex Padilla, Los Angeles	District 54
Councilmember Bernard Parks, Los Angeles	District 55
Councilmember Jan Perry, Los Angeles	District 56
Councilmember Nate Holden, Los Angeles	District 57

Councilmember Cindy Miscikowski, Los Angeles
Councilmember Greig Smith, Los Angeles
Councilmember Eric Garcetti, Los Angeles
Councilmember Antonio Villariagosa, Los Angeles
Councilmember Jeff Miller, Corona
Councilmember Janice Hahn, Los Angeles
Mayor James Hahn, Los Angeles
Mayor Bill Davis, Simi Valley

District 58
District 59
District 60
District 61
District 63
District 62
At-Large
VCTC

Staff Present

Mark Pisano, Executive Director
Jim Gosnell, Deputy Executive Director
Bert Becker, Chief Financial Officer
Colin Lennard, General Counsel
Karen Tachiki, Chief Counsel
Hasan Ikrata, Director, Planning & Policy
Jim Sims, Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by Councilmember Art Brown, City of Buena Park

2.0 PUBLIC COMMENT PERIOD

There were no comments presented at this time.

3.1 Approval Items

The following consent calendar items was MOVED (Mikels),
SECONDED (Kuiper) and UNANIMOUSLY APPROVED:

3.1.1 Approve Minutes of Nov. 6, 2003

3.1.2 Approval of Contracts

- Kaku Associates, Inc.
- Leachman & Associates
- SAP Public Services, Inc
- Thomas Brothers
- Avaya Financial Services

3.1.3 Approve Resolution 03-448-2 for a Certificate of Consent to Self Insure
Workers' Compensation Liabilities

3.1.4 Approve Resolution 03-448-3 Amending SCAG's Health Care Reimbursement Plan

3.2 Receive & File

3.2.1 Conflict of Interest - (Info Only)

3.2.2 Contracts & PO between \$5,000 - \$25,000

3.2.3 Summary of Key Issues and Actions taken by the Policy Committees in November

3.3 PRESIDENT'S REPORT

3.3.1 Appointments

Hon Marion Asley, Riverside County to the Aviation Task Force
Hon Paul Nowatka, Torrance to the Benchmarks Task Force

3.3 EXECUTIVE DIRECTOR'S REPORT

Mark Pisano stated that his report was emailed and distributed to members. An oral report was not presented due to the time. However Mr. Pisano did give a brief overview regarding the Conformity issue that the region is currently facing. He stated that he would keep the Regional Council informed of accomplishments or changes in this area. He offered to address any concerns or questions, if any, after the meeting.

3.4 2004 STATE & FEDERAL LEGISLATIVE PROGRAM

The 2004 Legislative Program articulates the legislative agenda of the Southern California Association of Governments (SCAG) and guides SCAG's legislative activities. As in previous legislative programs, the 2004 Legislative Program describes SCAG's advocacy priorities in the areas of transportation, housing, and the environment. It also outlines the issues that SCAG legislative staff will monitor for legislative or regulatory changes. The 2004 Legislative Program also describes the issues SCAG is developing at the request of the Regional Council. In a change from past programs, the 2004 Legislative Program contains an expanded section on legislative highlights from the past year and includes attachments of explanatory materials.

The EEC, CEHD & TCC reviewed the Legislative Program. The EEC noted one amendment with comments.

Under the Energy Section on page 34, the last bullet should include: Neighboring states along with the Mexican side of the US/Mexico Border. The EEC agreed that SCAG should be encouraging the installation and maintenance of CA best available Control Technologies to all borders that impact the region. It was also strongly felt that under Local Finance, page 33 the first bullet relating to the League of CA Cities Initiative should remain and be emphasized. In addition the committee also discussed the TEA 3 Consensus Program and felt that it should be updated to be a 2004 Program.

The CEHD also approved the Legislative Program with one amendment, noting that the Local Finance Section on page 33 should be eliminated, because SCAG has not historically been at the forefront on these issues.

After a lengthy discussion, it was MOVED (Stanford), and SECONDED (Bates) to approve the following amendments: 1) Eliminate the second bullet under Development (*examine the issue of gaming fees and develop a local policy position*); 2) Leave the “and gaming fees” under the section of Monitoring; 3) Add Monitor CALCOG, League of California Cities, CSAC and other appropriate organizations; 4) The EEC’s recommendation to include Neighboring States along with the Mexican side of the US/Mexico Border; and 5) Encouraging the installation and maintenance of Best Available Control Technologies to all borders that impact our region.

Supervisor Mikels directed staff to agendize discussion of the League of Cities and the CSAC Initiatives at the appropriate policy committee for purposes of taking a position.

There were no objections the recommendations were UNANIMOUSLY APPROVED.

4.0 ACTION ITEMS

4.1 Administration Committee Report

4.1.1 Annual Financial Statements Single Audit & Management Letter for FY 2003

It was MOVED (Dixon), SECONDED and UNANIMOUSLY APPROVED to receive & file the report.

4.1.2 Audit/Best Practices Subcommittee Charter

The Audit and Best Practices was established to assist the Regional Council in fulfilling its oversight responsibilities for SCAG’s

financial reporting, internal controls, annual external audit, and compliance with all applicable laws and regulations.

The Administration Committee reviewed the Charter and recommended one word change on page 83 under Internal Audit, the last bullet, last line corrected “the Subcommittee or Internal Auditor.”

It was MOVED (Dixon), SECONDED (Tyler) and UNANIMOUSLY APPROVED to approve the Charter.

4.1.3 2004-2005 Overall Work Program (OWP) Priorities

Each year SCAG evaluates the type of work requirements that must be completed in the Overall Work Program (OWP) in the following fiscal year. Requirements include action items for the RTP, RTIP, Data, Modeling, and federal and state regulations including MPO requirements.

These work items are reviewed by the Regional Council and priorities are developed and adopted. The list of priorities that were adopted for this fiscal year is attached. Staff believes these priority recommendations still address the major issues of the region.

It was MOVED (Dixon), SECONDED (Brown) and UNANIMOUSLY APPROVED to approve the OWP Priorities.

4.2 Transportation & Communications Committee (TCC) Report

4.2.1 Operation Jump-Start and the 2004 RTP

It was MOVED (Lowe), SECONDED (Mikels) and UNANIMOUSLY APPROVED to approve dissociating “Operation Jump-Start” from the development of the 2004 RTP and direct staff to continue evaluating a process for facilitating the implementation of qualifying Plan projects.

4.3 Energy & Environment Committee (EEC) Report

4.3.1 Draft 2004 RTP Environmental Impact Report (EIR)

The California Environmental Quality Act requires SCAG to prepare and circulate an Environmental Impact Report (EIR) for the 2004 Regional Transportation Plan. The EIR must identify the probable significant environmental effects of implementing the projects, programs, and policies included in the Plan. It is important to note that the baseline for determining *significance* in CEQA is current

conditions. Furthermore, the EIR must evaluate a reasonable range of alternatives to the Plan that reduce environmental effects and must also include mitigation measures designed to minimize significant effects. The 2004 RTP Program EIR will fulfill these requirements and will provide a regional-scale, programmatic, environmental planning tool that will offer useful analysis for subsequent, site-specific analysis, and will ultimately help the Region minimize adverse environmental effects. It will also provide a framework for updating various chapters of the Regional Comprehensive Plan and Guide.

The Draft 2004 RTP EIR was reviewed by the appropriate Committees and it was recommended that the Draft EIR be released for public review and comments

It was MOVED (Kuiper) SECONDED (Robertson) and UNANIMOUSLY APPROVED to release the draft 2004 Program Environmental Impact Report (EIR) for the Regional Transportation Plan (RTP) and conduct the public review and comment process.

4.3.2 Support for Imperial County re: Ninth Circuit Court of Appeals Ruling

It was reported that on October 9, 2003 the 9th U.S. Circuit Court of Appeals ruled that the U.S. EPA had erred in its finding that Imperial County would attain the PM10 standards “but for emissions emanating outside of the U.S” and reclassified Imperial County as a “serious” non-attainment area, a more severe designation than its current status as a “moderate” PM10 non-attainment area.

It was recommended that the Regional Council submit a letter to U.S. EPA Region 9, supporting an air quality partnership between SCAG, Imperial County, USEPA and CARB to identify and implement solutions to the unique constraints faced by Imperial County.

It was MOVED (Kuiper).SECONDED (Roberts) and UNANIMOUSLY APPROVED to approve the submitting a letter to the U.S. EPA.

4.4 Community, Economic & Human Development (CEHD) Report

No Report

4.5 Communication Task Force Report

No Report.

5.0 INFORMATION ITEMS

5.1 Monthly Financial Report

Bert Becker stated that SCAG received a draft of the FTA FMO audit with only two minor changes currently being corrected. He stated that it was a very clean audit, when it's completed, it will be brought to committee for review.

Mr. Becker also informed the RC that SCAG is currently debt free with regard to it's Line of Credit. What this means is SCAG is utilizing the Line of Credit less and paying it off quicker. With that in mind there is a good chance that the bank will go to a 60-day payment rate

6.0 FUTURE AGENDA ITEMS

7.0 LEGAL COUNSEL REPORT

7.1 Closed Session

There was nothing to report at this time

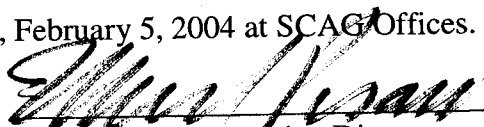
- Morrison Claim
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California Government Code Subdivision C §54956.9
- HDR Appeal
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California Government Code Subdivision C §54956.9 (one potential case)
- SCAG v. HCD & BT&H
Conference with Legal Counsel - existing litigation to be heard in closed session in pursuant to California Government Code Section §54956.9(a)

9.0 ANNOUNCEMENTS

There were no announcements.

10.0 ADJOURNMENT

The next meeting is scheduled for Thursday, February 5, 2004 at SCAG Offices.


Mark Pisano, Executive Director

REPORT

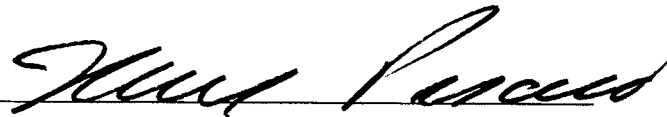
TO: Administration Committee
Regional Council

FROM: Sam Mehta, Contracts Manager (213) 236-1813
Email: mehta@scag.ca.gov

SUBJECT: Approval of Contracts Over \$25,000

DATE: January 12, 2004

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Approve Contracts

SUMMARY:

- **The following consultant contracts are recommended for approval:**

Darnell & Associates, Inc.	NTE \$ 31,889
Dowling Associates, Inc.	NTE \$200,000
Leachman & Associates LLC	NTE \$225,000

FISCAL IMPACT:

The Work Element is listed on the detail page for each contract. Included is the Work Element and category of funding, for example FHWA, FTA, indirect.

RC/ADMIN Agenda 2/5/04
PC DOC#94442



CONSULTANT CONTRACT

Consultant: Darnell & Associates, Inc.

Scope: The Consultant will conduct a detailed analysis to determine the traffic impacts associated with re-opening the Calexico West Border Station and identify transportation improvements needed to address these impacts. The Consultant will present concepts for improving traffic circulation and provide estimated costs for these improvements. The results of this study will be used by Imperial Valley Association of Governments (IVAG) and other agencies to prioritize projects, seek future funding, and implement the needed transportation projects.

Contract Amount:	Total not to exceed	\$31,889
	Darnell & Associates, Inc. (prime)	\$21,689
	Development Design & Engineering (subcontractor)	\$10,200

Contract Period: Twelve months from date of Notice to Proceed

Work Element:	04-010.IVGC1	\$32,000	Funding Sources: Consolidated Planning Grant – FTA
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Request for Proposal: SCAG staff mailed postcards to 230 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 04-018. The RFP was also posted on SCAG's web site. The following three proposals were received in response to the solicitation:

Darnell & Associates, Inc. (1 subcontractor)	\$31,889
Katz, Okitsu & Associates (no subcontractors)	\$31,900
VRPA Technologies (no subcontractors)	\$32,000

Selection Process: The Proposal Review Committee (PRC) evaluated all three proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all three offerors.

The PRC was comprised of the following individuals:

Yazmin Arellano, Director of Public Works, City of Brawley
Mark Baza, Chief of Transportation Planning, Caltrans District 11
Philip Law, Associate Regional Planner, SCAG
Rosa Lopez, Administrative Analyst, IVAG

Basis for Selection:

The PRC recommends Darnell & Associates, Inc. for the contract award because of their extensive background and knowledge of traffic and development issues in the Calexico border area and in Imperial County, and because of their impressive responses to the questions posed during the interview. The PRC believes that Darnell & Associates, Inc. can provide a unique familiarity and understanding of the local area that is critical to this study. The PRC was also impressed with their understanding of the study area at both the local and regional scale, and with their initial approach to the public outreach component of the study. Darnell & Associates, Inc. received the highest evaluation score of the three offerors.

CONSULTANT CONTRACT

Consultant: Dowling Associates, Inc.

Scope: Travel speed is a critical model input and model output used to forecast traffic congestion and to estimate future emissions. Currently there is little existing speed data for the arterial system within the SCAG Region. Consultant will assist in developing a methodology to gather speed data for the Region's arterial system and to begin building a comprehensive database of measured arterial speeds within the Region. In addition, the Consultant will also develop a speed monitoring program to track speed changes over time. The arterial speed database will be used to refine SCAG's Travel Demand Model's input speed assumptions and to validate the speed results from the Model.

Contract Amount:	Total not to exceed	\$200,000
	Dowling Associates, Inc. (prime)	\$128,004
	Sierra Research, Inc. (subcontractor)	\$55,996
	Wiltec (subcontractor)	\$16,000

Contract Period: February 2004 through October 2004

Work Element: 04-070.SCGC3 \$ 200,000 (Funding sources: FHWA and TDA, subject to approval of SCAG's FY 03-04 Budget Amendment 1)

Request for Proposal: SCAG staff mailed postcards to 90 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 04-019. The RFP was also posted on SCAG's web site. The following five proposals were received in response to the solicitation:

Carter Burgess, Inc. (3 subcontractors)	\$200,000
Dowling Associates Inc. (2 subcontractors)	\$200,000
Meyers, Mohaddes Assoc. Inc. (2 subcontractors)	\$199,975
Traffic Data Services (no subcontractors)	\$200,000
Transcore (1 subcontractor)	\$195,506

Selection Process: The Proposal Review Committee (PRC) evaluated all five proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all five offerors.

The PRC was comprised of the following individuals:

Chao Wei, Senior Transportation Engineer, Caltrans
Taimour Tanavoli, Asc. Trans. Engineer III, City of Los Angeles
Ron Taira, Director of Transportation Analysis, OCTA
Hong Kim, Senior Modeling Analyst, SCAG
Michael Ainsworth, Lead Modeling Analyst, SCAG

Basis for Selection:

Based on a review of the written proposals and the consultant interviews, all five PRC members gave Dowling Associates the highest evaluation scores. The PRC recommends Dowling Associates for the contract award based on Dowling's excellent project understanding including expertise in gathering speed data and knowledge of how travel speed is applied in the transportation modeling process. Dowling is a recognized leader in this field and has authored the National Cooperative Highway Research Program (NCHRP) Report titled "Planning Techniques for Estimating Speed and Level of Service." In addition, Dowling has completed a similar data gathering effort for the MTC. Given the huge effort required to develop a region-wide inventory of arterial speeds, Dowling has proposed an innovative approach for gathering travel speeds based on existing speed monitoring data and traffic volumes. In addition to addressing the work items specified in the RFP, Dowling Associates has also agreed to review and recommend changes to SCAG's model input speeds and will propose improved methods for estimating speeds within the Model. Although Dowling did not have the least expensive proposal, the PRC felt that the superior quality of their proposal and Dowling's expertise in this field well outweighed the slight cost differential between Dowling and the other consultants.

CONSULTANT CONTRACT

Consultant: Leachman & Associates LLC

Scope: Leachman & Associates LLC was awarded a contract (#02-049) for \$275,000 on February 27, 2003, to develop the Port and Model Diversion Study. This project was to be performed in two phases. The Consultant completed the work under Phase One by June 30, 2003. At the time of contract award, a budget of only \$50,000 was available for Phase One of the project. Since there was no funding allocated in SCAG's FY 2003-2004 budget for this project, the Consultant could not continue into Phase Two of the project.

This request is to seek approval to begin Phase Two of the project by the same Consultant. Funding of \$225,000 for Phase Two will be available upon approval of SCAG's Budget Amendment Number 1 by the funding agencies.

Leachman & Associates LLC will build upon the work they previously completed under Phase One and begin work for Phase Two under a new contract. The Consultant will provide analysis on the competitiveness of the San Pedro Bay ports relative to other West Coast ports in attracting discretionary traffic. They will also provide an estimate of the proportion of container traffic at West Coast ports that is discretionary, establish elasticities of demand, and conduct a survey of infrastructure development costs that could be capitalized, to some extent, through user fees.

Contract Amount:	Total not to exceed	\$225,000
	Leachman & Associates (prime)	\$106,800
	T.R. Brown (subcontractor)	\$ 34,800
	T. Price (subcontractor)	\$ 28,800
	G.R. Fetty & Associates (subcontractor)	\$ 30,600
	M. Hansen (subcontractor)	\$ 24,000

Contract Period: February 2004 through June 2004

Work Element: 04-010.SCGC7\$225,000 (funding source: Consolidated Planning Grant, subject to approval of SCAG Budget Amendment #1 for FY 03-04)

Request for Proposal:	Not Applicable, sole source
Selection Process:	Sole source, continuation of previously competitively awarded contract.
Basis for Selection:	<p>As previously mentioned above under Scope, Leachman & Associates LLC was awarded a contract (#02-049) for \$275,000 on February 27, 2003. This project was to be performed in two phases. The consultant completed the work under Phase One by June 30, 2003. The entire contract covering the scope of work for Phase One and Two was competitively bid. However, at the time of contract award, a budget of only \$50,000 was available for Phase One of the project. The continuation of this project into Phase Two was subject to inclusion of the balance of funding (\$225,000) in SCAG's FY 2003-2004 budget.</p> <p>No funding was allocated in SCAG's FY 2003-2004 budget because the intent was to continue the balance of this project after approval of Budget Amendment Number 1. Appropriately, SCAG did not allow the Consultant to continue to work past June 30, 2003 and the contract inadvertently ended rather than having the term extended.</p> <p>Once SCAG's FY 2003-2004 Budget Amendment Number 1 is approved by Caltrans, funding of \$225,000 will be available to begin Phase Two.</p> <p>Since it was always intended to have this consultant do both phases of the work, it was determined that a sole source contract would be the most appropriate way to proceed. This decision was made after consulting with Caltrans District 7, Caltrans Audits & Investigation group from Sacramento, as well as with SCAG's Legal Department. This decision will also comply with Federal and State Contracting Rules and Regulations.</p>

REPORT

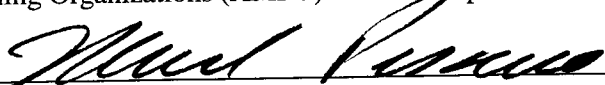
DATE: February 5, 2004

TO: The Administration Committee
The Regional Council

FROM: Tonya Gorham, Government Affairs Analyst
Phone (213) 236-1988 – e-mail: gorham@scag.ca.gov

SUBJECT: Association of Metropolitan Planning Organizations (AMPO) Membership Dues

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION:

Authorize expenditure of \$18,750 for 2004 annual membership dues to the Association of Metropolitan Planning Organizations (AMPO).

SUMMARY:

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development, coalition building opportunities, and a variety of other services. In the coming year, AMPO will continue advocating to preserve the current federal funding and to increase the funding available to MPOs through the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Program (STP) and metropolitan planning. SCAG is currently a member of AMPO, with Regional Council Member Mayor Ron Bates recently completing his second term as Chair of the AMPO Board.

FISCAL IMPACT:

Approving this request will result in the expenditure of \$18,750 for the membership dues from SCAG's 2003/04 Budget. The AMPO membership dues for 2004 are equal to the amount paid in 2003. The majority of the funding to pay for AMPO membership dues will come from the Indirect Budget except for the proportionate share of the dues used for lobbying expenses which will be paid from the General Fund.

ATTACHMENT:

AMPO Invoice Letter



T. Gorham 2/5/04
AMPO Dues
Docs#94086



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

000016

Gosham

AMPO Invoice



Association of Metropolitan Planning Organizations
1730 Rhode Island Ave., NW Suite 608
Washington, DC 20036

Phone: (202) 298-7051
Fax: (202) 298-7054
www.ampo.org

Central Files Date: 10/28/03
Vendor #: 5-1251
BAP PO#: ? P.O. Pending
MIGO#: _____ Date: _____
MIRO#: _____ Date: _____
Approver: Gosham Date: _____

Sold To:
Mark A. Pisano
Executive Director
SCAG
818 W 7th St. 12th Fl
Los Angeles, CA 90017-3435

Invoice #
2004 - 131
SCAG

Invoice Date	Description	Amount Due
11/1 /03	AMPO Membership: 2004 Calculated (with an \$18,750 maximum) as \$ 0.005 per capita based upon 2000 UZA Population. 2000 UZA Population: 11,789,487 X 0.005 One-Year Membership Rate \$18,750.00	\$18,750.00
	Total Due by December 31, 2003	\$18,750.00

Detach and return section below with payment. Retain top portion for your records.

AMPO Membership Dues Payment 2004

Invoice # 2004 - 131

SCAG

Amount due by December 31, 2003 \$18,750.00
Amount Enclosed \$ _____

Please indicate the portion (amount or percent) of
your AMPO dues derived from federal funds
Amount \$ _____
Percent _____%

Remit Payment with bottom portion of invoice to:

Association of Metropolitan Planning Organizations
1730 Rhode Island Ave., NW Suite 608
Washington, DC 20036

Thank you for your continued support of AMPO!

000017

REPORT

DATE: January 21, 2004

TO: Administration Committee and Regional Council

FROM: Mark Griffin, Senior Regional Planner
213-236-1906, griffin@scag.ca.gov

SUBJECT: Membership request for the United States/Mexico Border Counties Coalition

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize Fiscal Year 2003/04 expenditure of \$1,000 for annual Bronze Level Associate membership dues to the United States/Mexico Border Counties Coalition, as recommended by the Southwest Compact Task Force at their December 3, 2003 meeting.

SUMMARY:

SCAG has established the Southwest Compact Task Force, which is a continuation of the accomplishments of the former NAFTA Sub-committee, to advance economic development and enhance regional coordination between governmental planning agencies throughout the border areas of the Western United States and northern Mexico. Furthermore, the SCAG Legislative program adopted in December 2003 includes two items that support the Southwest Compact. First, advocate for and support in concept S. 458 (Bingaman) and H.R. 1071 (Reyes), which would establish a Southwest Regional Border Authority Act to create a regional economic development authority that fosters infrastructure, technology, workforce and community development. The Regional Council took action to support this legislation in concept at its July 31, 2003 meeting. Second, support the development of legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

As one avenue to further advance the goals and initiatives of the Southwest Compact, staff recommends Associate level membership in the United States/Mexico Border Counties Coalition. The goals of the Coalition are to:

- Advocate legislation and other policies to provide to Border Counties the fiscal resources to meet the costs associated with being located on the United States/Mexico border.
- Initiate advocacy efforts with the U.S. Congress to include the establishment of a United States/Mexico Border Congressional Caucus.
- Promote improvements in the economy, infrastructure and the other conditions along the United States/Mexico border.

REPORT

- Develop constructive dialogue between U.S. County officials and their Mexican counterparts across the border.

The Coalition also sponsors two conferences each year. The first was held in Las Cruces, New Mexico in October 2003 and was attended by Mark Griffin of SCAG. The second will be held in Washington, D.C. in March 2004.

Membership in the Coalition will be beneficial to SCAG in three respects. First, it will confirm SCAG's commitment to advancing the Southwest Compact and working with other organizations in the border region. Second, a good representation of border counties participating in the Coalition will allow for networking opportunities in support of the activities of the Southwest Compact Task Force. Finally, membership will enhance working relationships with US Senator Bingaman's staff and with representatives from Texas, Arizona, and New Mexico. It is also important to note that two regional planning agencies are currently members of the Coalition: the Southeastern Arizona Governments Organization (SEAGO), and the Rio Grande Council of Governments. A majority of the twenty-four border counties along the border are also members of the Coalition.

FISCAL IMPACT:

Approving this request will result in the expenditure of \$1,000 for membership dues from the SCAG General Fund.



REPORT

DATE: January 12, 2004

TO: Administration Committee
Regional Council

FROM: Sam Mehta, Contracts Manager (213) 236-1813
Email: mehta@scag.ca.gov

SUBJECT: Contracts and Purchase Orders Between \$5,000 - \$25,000

RECOMMENDED ACTION: Information Only

SUMMARY:

SCAG executed the following contract between \$5,000 and \$25,000

- Sapphos Environmental Inc. \$ 8,823
Data and Modeling Updates
Funding Source: FTA
- Michael Kodama Planning Cons. \$13,260
LVMCOG PILUT Project
Funding Source: FTA
- Edmund D. Edelman \$20,000
Development of Implementation Strategies
for the Preferred Aviation Plan
Funding Source: Indirect Overhead
- Jack Faucett Associates \$24,981
Planning for Integrated Land Use and Transportation (PILUT)
Funding Source: FTA

The Executive Director executed the following Purchase Orders between \$5,000 and \$25,000

- Barrett Business Services \$15,000
Temporary HR Staffing Services
Funding Source: Indirect Overhead
- Daily Journal Corporation \$16,833
Advertisement of PEIR Notice of Availability
Funding Source: FTA and TDA

REPORT

- InterSol, Inc. \$5,000
Translation Services
Funding Source: Indirect Overhead
- Sparkletts (Danone) \$9,000
Coffee and Refreshment Services for FY 03-04
Funding Source: Indirect Overhead
- Typecraft Wood and Jones Inc. \$18,279
Printing of the State of the Region Report
Funding Source: FHWA

BACKGROUND:

Pursuant to the recommendations from the Best Practices Contracts Committee and KMPG, the Regional Council approved the execution by the Executive Director, Purchase Orders between \$5,000 and \$25,000 and the listing of all such Contracts and purchase orders on the agenda as information only.

REPORT

DATE: January 12, 2004

TO: Administration Committee
Regional Council

FROM: Sam Mehta, Manager; Contracts (213) 236-1813
Email: Mehta@scag.ca.gov

SUBJECT: Conflict of Interest Listing

RECOMMENDED ACTION: Information Only

Listing of all agenda items involving consultants, vendors, or other groups to all members to determine whether they have conflicts

Item

3.1.2

- Darnell & Associates, Inc.
Sub: - Development Design & Engineering
- Dowling Associates, Inc.
Sub: - Sierra Research, Inc.
Sub: - Wiltec
- Leachman & Associates LLC
Sub: - T.R. Brown
Sub: - T. Price
Sub: - G.R. Fetty & Associates
Sub: - M. Hansen

3.2.1

- Barrett Business Services
- Daily Journal Corporation
- Edmund D. Edelman
- InterSol, Inc.
- Jack Faucett Associates
- Michael Kodama Planning Cons.
Sub: - GRC Associates
Sub: - Nancy Whelan Consulting
- Sapphos Environmental Inc.
- Sparkletts (Danone)
- Typecraft Wood and Jones Inc.

Energy and Environment Committee Meeting Summary

December 4, 2003

Item Number	Summary
4.0	Items on the Consent calendar were approved.
5.1	2004 State and Federal Legislative program - The Committee approved the 2004 Program, with a revision. The Committee asked that, under Energy Development, the last bullet which discusses encouraging the installation and maintenance of California Best Available Control Technologies (BACT) on power plants on the Mexican side of the US/Mexico border, that power plants in neighboring states be included as well.
5.2	Draft 2004 RTP EIR – The Committee approved the release of the Draft 2004 RTP Program EIR for public review.
5.3	Support for Imperial County – The Committee approved a revised letter in support of a partnership between Imperial County, USEPA and CARB to identify and implement solutions to the unique constraints faced by Imperial County as it faces classification as “serious” non-attainment area for PM10.

Transportation and Communication Committee Meeting Summary

December 4, 2003

Item Number	Summary
Action Item 4.1	Don Rhodes, Manager of Government affairs presented the 2004 State and Federal Legislative Program. The discussion side tracked for a while to the Consensus Priority Project list, which was included as an attachment to the staff report to highlight samples of legislative program efforts. After clarification from staff as well as a number of TCC members, the legislative program was unanimously approved.
Action Item 4.2	TCC approved dissociation of "Operation Jump-Start" from the 2004 RTP and further directed staff to continue evaluating it as a process for facilitating the implementation of qualifying plan projects.
Info Item 5.1	Ellen Burton, General Manager of SR-91 Express Lane provided a report on the operation of the SR-91 Express Lanes as well as proposals for future improvements in the corridor since its management was transferred to OCTA.
Info Item 5.2	Annie Nam, Senior Planner, provided an update on the funding initiatives proposed in the Draft 2004 RTP.
Info Item 5.3	Nancy Pfeffer, Senior Planner, provided a report on the Environmental Justice analysis work performed for the Draft 2004 RTP.
Info Item 5.4	Staff provided an update on the Draft 2004 RTP, including a quick overview on the status of the Issue Matrix.

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REPORT

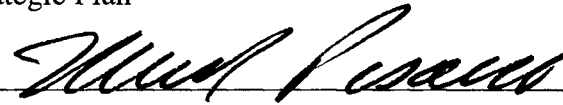
DATE: February 5, 2004

TO: The Administration Committee
The Regional Council

FROM: Charlotte Eckelbecker, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: Amendment to the Ten Year Strategic Plan

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Approve the recommendation of the Strategic Plan Task Force to amend the Ten Year Strategic Plan

SUMMARY:

The Strategic Plan Task Force voted at its last meeting to amend the Ten Year Strategic Plan to eliminate the two advisory bodies called for under the Plan's public participation goal and instead permit members of the community to serve on task forces in an ex officio capacity for a specified term. Draft amendment language appears following the Fiscal Impact section of this report and was prepared according to the specifications of the Strategic Plan Task Force. The Strategic Plan Task Force recommends the adoption of the amendment by the Administration Committee.

BACKGROUND:

Over the previous seven months, the Strategic Plan Task Force has evaluated the Ten Year Strategic Plan's requirement to form two new advisory bodies under "Goal Four—Improve Public Involvement in the Regional Planning Process."

The Task Force considered the advantages and disadvantages of the required advisory groups as envisioned by the Plan. One advantage was the advisory bodies' ability to supplement SCAG's work with diverse suggestions from the community. The disadvantages of the regional advisory groups were numerous: staffing the groups required the allocation of scarce financial resources; members of the public are difficult to recruit and retain for advisory-only groups with vaguely defined purposes; and additional advisory groups might duplicate efforts already underway at SCAG in existing task forces.

After considering and rejecting the possibility of creating freestanding ad hoc advisory committees, the Task Force advised staff to draft an amendment to the Ten Year Strategic Plan to permit members of the community to serve on task forces in an ex officio capacity for a specified term. The Task Force specified that any member of a task force should be allowed to nominate a member of the community for a task force, and the task force should approve the



REPORT

nomination. The President of SCAG would then be asked to appoint the member of the community to the task force.

If the Administration Committee and the Regional Council approve the amendment, staff will prepare a memorandum advising task force chairs of the possibility of adding members of the community to their task forces. The memorandum will also advise chairs of the expenses related to ex officio participation and will encourage chairs to consult with the President of SCAG prior to the President's appointment

The revised draft amendment follows as directed by the Task Force. Underlined text is new; text shown in ~~strikeout~~ is repealed.

Following approval by the Administration Committee and the Regional Council, the next steps toward implementation include notifying task force chairs of the possibility of increasing public involvement in their decision making processes by nominating members of the public for seats on task forces. Staff will include in the memorandum to chairs all relevant information about the per diems paid to task force members and instructions to consult with the President about nominations and costs so all parties are informed about the qualifications of nominees.

FISCAL IMPACT:

On November 6, 2003, the Regional Council approved a new travel reimbursement policy for appointed committee and task force members. According to the policy, members of SCAG committees and task forces who are appointed by the SCAG President, do not work for public agencies, and are not reimbursed by another entity for their travel expenses are eligible to receive reimbursement for round-trip mileage, round-trip transit, and parking. They are ineligible for stipends.

At that time, the fiscal impact of the new policy was estimated between \$5,000 and \$8,000 per fiscal year with costs charged to each project according to the specific committee or task force.

Consequently, the fiscal impact of approving the amendment to the Ten Year Plan will increase this cost based on the number of additional ex officio members appointed to task forces. To hold costs down, task force chairs will be advised of this policy so that a reasonable number of appointments are made are in light of SCAG's constrained finances.



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REPORT

Goal Four—Improve Public Involvement in the Regional Planning Process

The Regional Council shall ~~develop a framework for~~ encourage and cultivate inclusive and meaningful public involvement in its planning processes and decision-making ~~and stakeholder partnerships~~ to support the implementation of the Regional Council's policies and projects.

Strategy

The Regional Council shall ~~formalize~~ facilitate a consultative process with the larger regional community that will provide SCAG with advice on regional issues and trends. ~~The elements of this strategy are twofold.~~ At the center of the consultative process shall be the ability of SCAG task forces to enlist members of the general public to advise them in the following way:

- ~~1. One citizen representative nominated by each subregion and appointed by the Regional Council. These citizen representatives shall go through an application process and be recommended to the Regional Council for appointment. In addition, following the same selection process, the Regional Council shall appoint several individuals (the number to be determined) representing regional organizations interested in regional issues. While the organizations may have permanent seats on this advisory group, all~~



REPORT

1 ~~appointed individuals shall be subject to a term limit (the length of tenure to~~
2 ~~be determined), and may not serve consecutive terms beyond the established~~
3 ~~term limit policy of the Regional Council. Members of the general public who~~
4 ~~are nominated by a SCAG task force and are appointed by the SCAG~~
5 ~~President may sit on a task force in an ex officio capacity for a specified term.~~
6

- 7 2. ~~Furthermore, the Regional Council shall appoint regional leaders through a~~
8 ~~process involving established private sector regional institutions. While~~
9 ~~organizations may have permanent seats on this advisory group, individuals~~
10 ~~on the advisory body shall be subject to a term limit (the length of tenure to be~~
11 ~~determined), and may not serve consecutive terms beyond the established~~
12 ~~policy of the Regional Council.~~
13

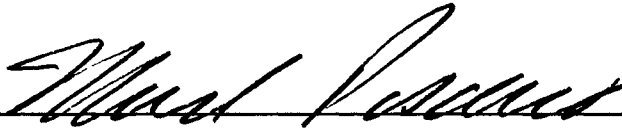
14 ~~The Regional Council shall adopt the roles and responsibilities of these committees. A~~
15 ~~plan for effective utilization of these committees shall also be submitted to the Regional~~
16 ~~Council at the same time for approval.~~
17



REPORT

DATE: February 5, 2004
TO: SCAG's Regional Council and Administration Committee
FROM: Deng Bang Lee, Manager Transportation Modeling
SUBJECT: MOU Between The City of Los Angeles and SCAG Regarding Model Assistance

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize SCAG Staff to execute an MOU with the City of Los Angeles consistent with the terms and conditions set forth in this report to accept funds of \$400,000 in order to provide the City a working version of SCAG's Travel Demand Model and to provide the necessary training on its use. Additionally, authorize staff to amend, as appropriate the overall work program and the agency budget.

BACKGROUND:

The purpose of this project is to develop a travel demand simulation model for the City of Los Angeles based on SCAG's Regional Travel Demand Model. Specific work items performed by SCAG staff will include: purchasing hardware and software, providing training on the use of SCAG's Travel Demand Model, modifying SCAG's current Travel Demand Model to meet the City's specific needs, and transferring the entire Model to the City of Los Angeles for their on-going use. This effort will involve the calibration and validation of a new multi-modal, trip-based travel demand model that would simulate base year (2003) and forecast year (2030) conditions. Work items performed by SCAG consultants will include: configuring the hardware, converting SCAG's Travel Demand Model under EMME2 software platform, and collecting parking data for the City of Los Angeles area. The new travel demand model will replace the current General Plan Framework Model that was developed ten years ago and will serve as the basis for future City of Los Angeles projects that require the use of a travel demand simulation model. The use of this new model by the City of Los Angeles will promote cooperation between our agencies and help to insure consistency between our modeling and planning programs.

REPORT

TERMS AND CONDITIONS

- A. City of Los Angeles will provide \$400,00 to SCAG to cover the following costs:
 - 1. Purchase hardware, software, and configure the hardware
 - 2. Train City of LA staff to use SCAG's current travel demand model.
 - 3. Improve SCAG's current travel demand model to meet City of LA's need.
 - 4. Transfer the entire model to the City of LA
- B. The disbursements of funds for hardware, software, and consultant contracts will be paid in advance upon request.
- C. The disbursements of funds for SCAG staff will be paid half at the beginning of each task and another half at the middle of each task according to the Budget and Schedule.

FISCAL IMPACTS

The City of LA will provide funding in advance. There is a time and materials arrangement; when the \$400,000 is exhausted all work will stop. Because payments are essentially made in advance, there are no negative cash flow impacts.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

REPORT

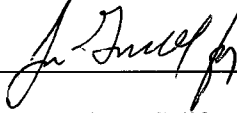
DATE: February 5, 2004

TO: The Regional Council
The Transportation and Communications Committee (TCC)

FROM: Don Rhodes, Manager of Government and Public Affairs

SUBJECT: 2004 Southern California Consensus Program

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Support the 2004 Southern California Consensus Program

SUMMARY:

The 2004 Southern California Consensus Program articulates the TEA-21 reauthorization principles and priority projects agreed upon by the Southern California Transportation Delegation. Following its review by the Regional Council, the Delegation, comprised of SCAG, IVAG, MTA, OCTA, RCTC, SanBAG, and VCTC, advocated the 2003 Consensus Program during an advocacy trip to Washington, DC in February 2003. This 2004 update retains the character, principles, and projects of the 2003 Consensus Program. However, it differs from the 2003 Consensus Program because 1) at the request of MTA, it adds the Gold Line Extension to Montclair to the Los Angeles County section and moves the I-710 Gap Closure and Gerald Desmond Bridge projects to the Intra-Regional section; 2) at the request of OCTA, it reduces the amount of the Centerline project from \$750 million to \$500 million; 3) at the request of RCTC, it increases the amount of the San Jacinto Commuter Rail Line from \$70 million to \$80 million; and 4) it refers to the component parts of the Alameda Corridor East (ACE) project under each affected county's section in addition to ACE's listing in the Intra-Regional section. The Delegation will advocate the 2004 Consensus Program on their February 11th-12th trip to Washington, DC. This document is a draft and minor corrections will occur prior to the Washington, DC trip. The TCC and Regional Council will be apprised of the corrections.

BACKGROUND:

Following the statewide adoption of TEA-21 reauthorization principles in late 2002, SCAG led an effort to form a delegation of Southern California's key transportation stakeholders for an advocacy trip to Washington, DC. IVAG, MTA, OCTA, RCTC, SanBAG and VCTC joined the Southern California Transportation Delegation and drafted the 2003 Southern California Consensus Program to articulate the mutually agreed upon principles and priority projects for TEA-21 reauthorization.

Following the Regional Council's review of the Consensus Program in February 2003, the Delegation traveled to Washington, DC to advocate the Program and, for the first time, to speak with a united voice about Southern California's transportation needs. The advocacy trip and the Delegation's message were well received. A second trip is now planned for February 11th and 12th.

To prepare for the upcoming trip, the Delegation updated the Consensus Program. Based again on mutual assent, the Delegation added the Gold Line Extension to Montclair to the Los Angeles County projects at MTA's request. A dollar amount must still be provided by MTA for the project. Also at the request of MTA, the Delegation moved the I-710 Gap Closure and Gerald Desmond Bridge projects from Los



REPORT

Angeles County Projects to Intra-Regional Projects. At the request of OCTA, the Delegation reduced the amount of the Centerline project from \$750 million to \$500 million. At the request of RCTC, the Delegation increased the amount of the San Jacinto Commuter Rail Line from \$70 million to \$80 million. Lastly, the component parts of ACE were listed under the Los Angeles, Orange, Riverside, and San Bernardino sections of the Consensus Program in addition to ACE's listing in the Intra-Regional section. This change resulted from Orange County's request that OnTrac, a component of ACE, also appear on the Orange County page.

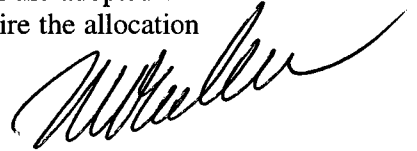
With the exception of the fourth point above which arose later, this draft 2004 Southern California Consensus Program was presented to chairs and chief executive officers of the county transportation commissions at their monthly meeting on January 16th. At the time of this writing, no additional revisions or changes have been received. Prior to the February trip, minor corrections to the Consensus Program maps will be made and the inclusion of signatures and the amount of the Gold Line Extension will be added. The TCC and Regional Council will be apprised of those changes.

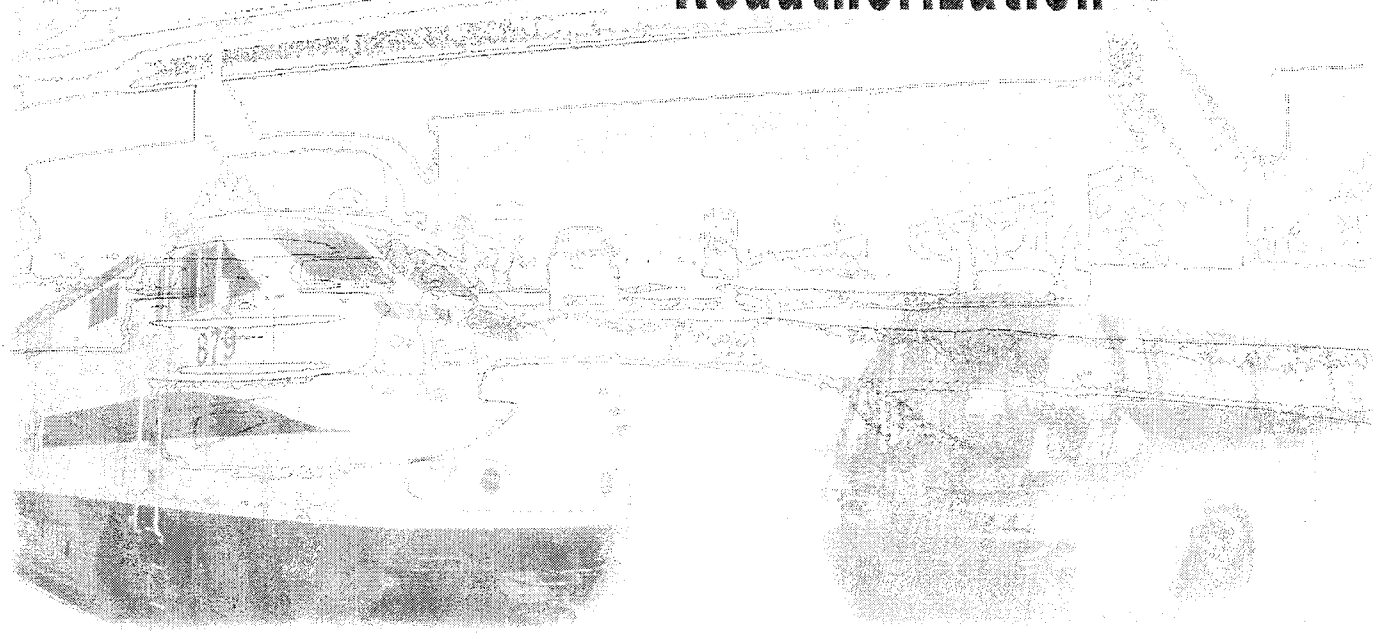
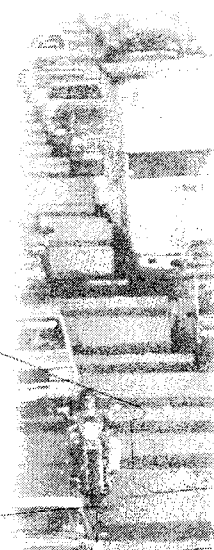
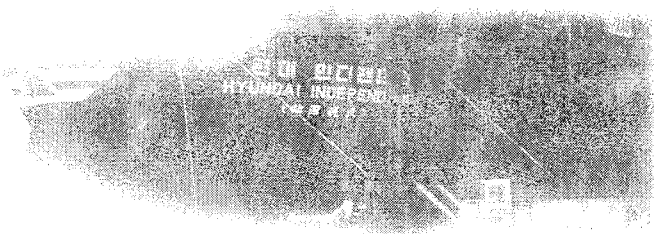
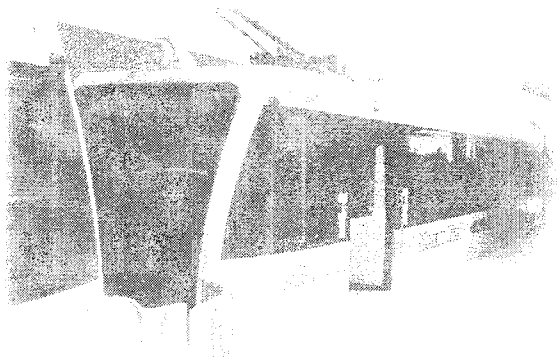
Because it expresses the region's unified support of TEA-21 reauthorization principles and because it presents the region's priority projects concisely and with stakeholder consensus, a support position is warranted by the TCC and the Regional Council for the 2004 Consensus Program.

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 03/04 budget and adopted 2004 SCAG Legislative Program and does not require the allocation of any additional financial resources.

CAE#94878





SOUTHERN CALIFORNIA Consensus Program For TEA-21 Reauthorization



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February 2004

Dear Members of Congress:

We are pleased to have this opportunity to provide you with the Southern California Consensus Program for TEA 21 Reauthorization. The program has been unanimously agreed upon by the Southern California Transportation Delegation, a consortium of transportation authorities and county stakeholders from the Southern California Association of Governments (SCAG) region.

Last year, in February 2003, the Southern California Transportation Delegation conducted an unprecedented cooperative visit to Washington, DC to raise awareness about the critical challenges facing the transportation system in Southern California. The delegation presented a consensus program of priority transportation projects that will produce beneficial effects on the state and national economies.

The response was excellent. Never before had legislators or administrators heard Southern California speak with a united voice about the transportation projects needed to meet the sobering demands on the region. By 2025, Southern California's population of 17 million inhabitants will increase by 40 percent, and goods movement through our seaports and airports will triple. This international trade passes through Southern California via an extensive and congested network of 9,000 freeway miles and 32,600 major and minor arterial miles, all supported by 32,000 wholesale trade establishments and 7,000 trucking firms. With \$270 billion or 25 percent of the country's international trade already passing through the region, the threats to Southern California's productivity and quality of life are real and growing.

The Southern California Transportation Delegation's \$10.6 billion Consensus Program tackles these challenges and improves mobility for people and goods. Every project listed in the Consensus Program is an integral component of Destination 2030, the \$211 billion draft 2004 Regional Transportation Plan prepared by SCAG. Destination 2030 combines \$151 billion in public revenues from existing and prospective sources and \$60 billion in private financing to close the gap between the unmet transportation needs of 2004 and 2030.

Unanticipated policy changes at the state level may shrink or eliminate some existing sources of transportation revenues as California grapples with an estimated \$14 billion budget deficit. As those discussions ensue, Southern California continues to suffer the worst air quality in the nation, as vehicles crawl or idle on congested freeways, and air quality data from 2003 indicates the situation is deteriorating. Traffic congestion is exacerbated not only by delays in capital construction, but also by the dangerous consequences of deferrals in regularly



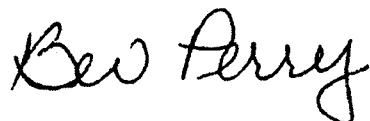
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scheduled maintenance. The end result is more drivers, stuck in traffic jams that pollute the air and squander valuable working hours.

The Southern California Transportation Delegation is working closely with the Schwarzenegger Administration to prevent a transportation funding shortfall that could bring critical capital improvement projects to a halt, worsen air quality, increase delay, and cost thousands of Southern Californians jobs and lost productivity.

Making the Southern California Transportation Delegation's Consensus Program a priority in the TEA-21 reauthorization acknowledges Southern California's role as the engine that drives the state and national economies. By any standard, the region's importance in the reauthorization cannot be overstated.

The Southern California Transportation Delegation thanks you for your time and consideration and looks forward to working with you on realizing Southern California's Consensus Program.



Bev Perry
Councilmember, City of Brea
President, Southern California
Association of Governments

Roy Wilson
Supervisor, County of Riverside
Chair, Riverside County Transportation Commission



Bill Alexander
Mayor, City of Rancho Cucamonga
President, San Bernardino Associated Governments
Chair, Southern California Regional Rail Authority

Douglas Cox
Councilmember, County of Imperial
Chair, Imperial Valley Association of Governments



Keith Millhouse
Mayor Pro Tem, City of Moorpark
Chair, Ventura County Transportation Commission

Zev Yaroslavsky
Supervisor, County of Los Angeles
Chair, Los Angeles County Metropolitan
Transportation Authority



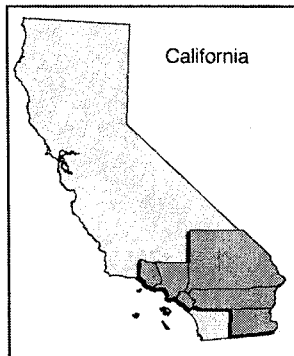
Tim Keenan
Mayor Pro-Tem, City of Cypress
Chair, Orange County Transportation Authority

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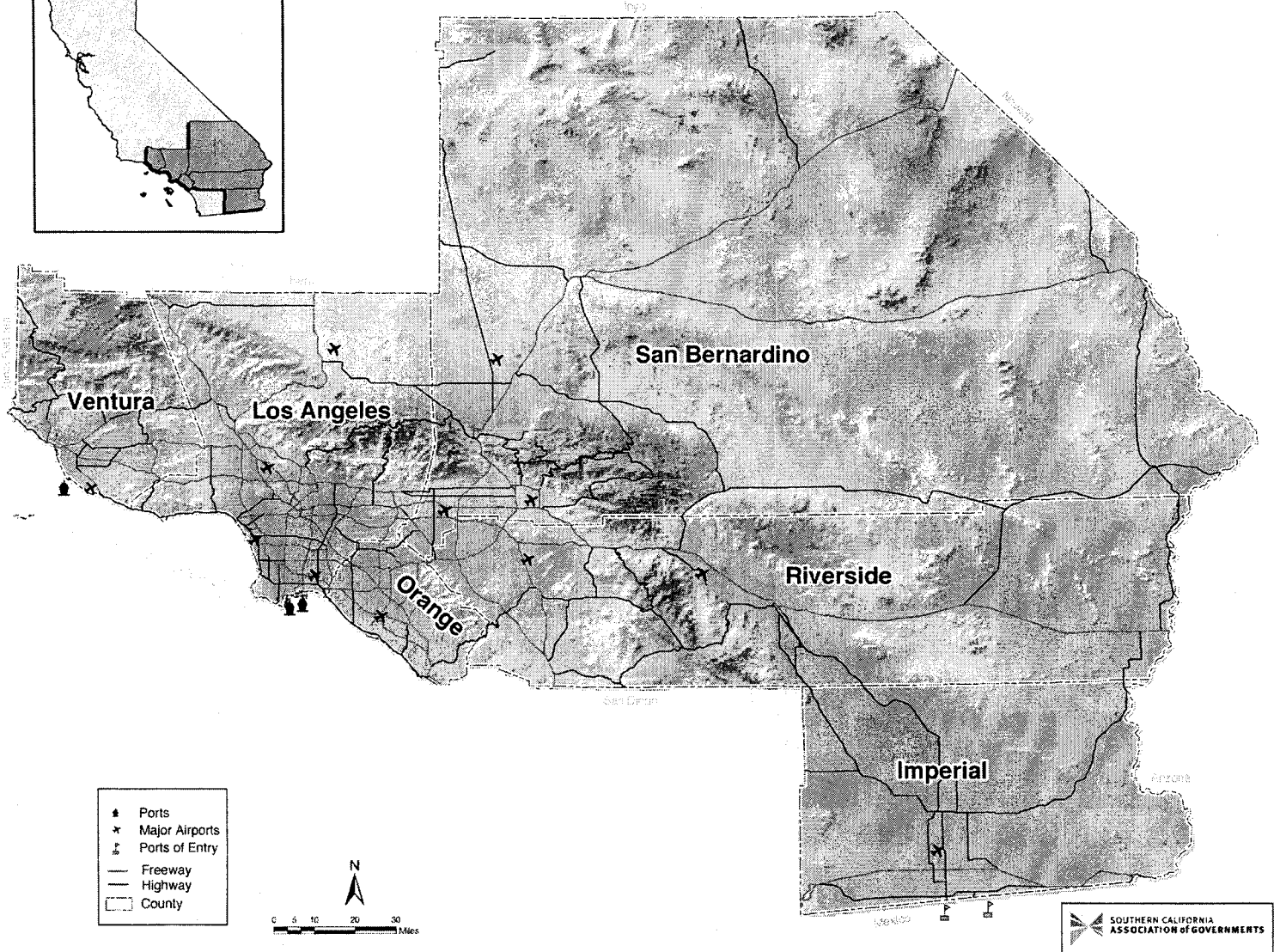
SOUTHERN CALIFORNIA
Consensus Program for TEA-21 Reauthorization

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MAP OF THE REGION



The SCAG region is one of the largest metropolitan regions in the nation.



THE AREA INCLUDES:

- ▲ 38 thousand square miles (an area larger than Indiana)
- ▲ Approximately six thousand urbanized square miles
- ▲ Six counties (Los Angeles, Orange, Ventura, Imperial, Riverside and San Bernardino)
- ▲ 188 cities
- ▲ \$270 billion in goods movement
- ▲ Over 17 million residents increasing to over 23 million by 2025
- ▲ 6.9 million jobs increasing to over 10.1 million by 2025
- ▲ 49 percent of the State's population
- ▲ \$600 billion estimated gross regional product, which would make it the world's ninth largest economy

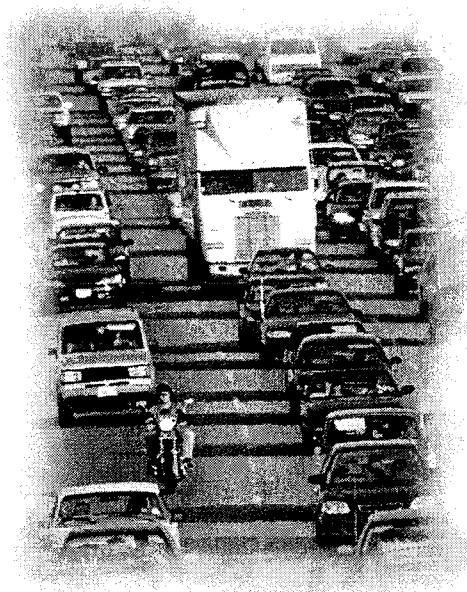
PRINCIPLES FOR REAUTHORIZATION

The following consensus-based principles were developed through the unified effort of California's public and private transportation interests and the Office of the Governor. Proponents of the principles include the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Ventura County Transportation Commission (VCTC), the League of California Cities, the Automobile Club of Southern California, and the California Chamber of Commerce.

California's transportation system is the economic engine that drives both the state and the national economies, delivering the largest proportion of goods and services that link the United States with its global markets. The efficiency, security, and quality of California's transportation system directly affect the economic well-being of every state in the nation. TEA-21 Reauthorization provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the United States in the 21st Century. The following principles further this goal:

FUNDING

- ▲ Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
- ▲ Maintain the guaranteed funding levels and "firewalls" established in TEA 21 that match transportation expenditures to transportation revenues.
- ▲ Retain the Revenue Aligned Budget Authority (RABA) mechanism, but distribute the proceeds consistent with the historical split of gas tax proceeds both to the Highway and Mass Transit Accounts.

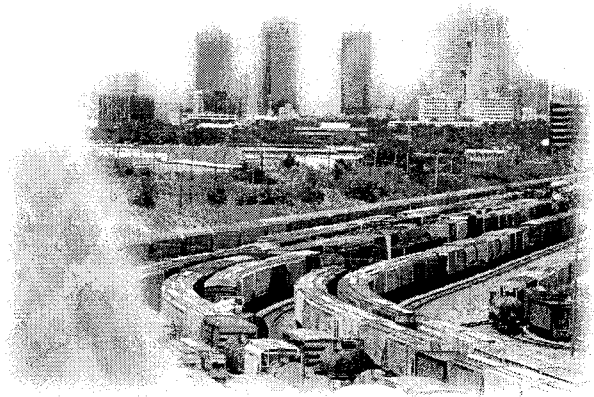


PRINCIPLES FOR REAUTHORIZATION

- ▲ Develop a mechanism to use available Highway Trust Fund balances to dampen the large swings in funding that could result from negative RABA adjustments. There should not be a major reduction in funding levels when Highway Trust Fund balances are high and can be used to mitigate negative RABA adjustments.
- ▲ Allow for easier access to and/or flexibility in qualifying projects from approved Regional Transportation Plans for innovative financing. This effort would include the modification of regulations and/or incentives for innovative financing arrangements including increased capitalization of infrastructure banks, debt-financing flexibility, direct treasury financing, access to public-private joint ventures, and the broadening of eligibility rules of the innovative financing program.

PROGRAM STRUCTURE

- ▲ Continue the basic program structure instituted by the Intermodal Surface Transportation Efficiency Act (ISTEA) that provides state, regional, and local officials the flexibility to allocate federal funds to a range of highway, transit, rail, local road, and bicycle/pedestrian improvements based on needs.
- ▲ Remove barriers to funding projects and programs that promote more efficient operation of the existing transportation system, such as deleting the three-year limit on the use of CMAQ funds and the varying local match requirements among different transportation programs.
- ▲ Concentrate any increased funding in the existing highway and transit formula and capital investment programs. Refrain from creating of any new discretionary programs beyond those currently authorized by law.
- ▲ Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of congestion and environmental effects of such movements. Support this effort by using Highway Trust Fund dollars or other Federal funding sources for programmatic increases in excess of current authorizations.



PRINCIPLES FOR REAUTHORIZATION

EQUITY

- ▲ Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
- ▲ Oppose efforts to impose an arbitrary funding “cap” on the disbursement of formula or discretionary federal transit funds to any state.
- ▲ Support California’s Native American Tribal Governments efforts to obtain an equitable return from Native American transportation programs.

EXPEDITING PROJECT DELIVERY

- ▲ Link permitting agency review and approval to environmental review processes for environmentally responsible and expeditious project delivery. Federal agencies should coordinate policy and share financial and staff resources to integrate and expedite use of authorized funds to meet local, state, and national transportation and environmental priorities.
- ▲ Provide states with financial incentives such as enhanced and coordinated funding to assure the use of integrated review and planning procedures.
- ▲ Pursue a California pilot program demonstrating coordination of effort and funding between the state and federal permitting agencies and regulatory structures.



SOUTHERN CALIFORNIA CONSENSUS PROGRAM

TEA-21 Reauthorization

Southern California, home to 17 million people, is the most populous metropolitan region in the country. Its vast, multimodal transportation system supports a highly diversified \$600 billion regional economy. The gross regional product of the six counties constitutes 6 percent of the national Gross Domestic Product (GDP). On a comparative basis, Southern California is the tenth largest economy in the world.

During the 1990s, international trade emerged as a mainstay of Southern California's economy. The region is now the largest gateway for trade in the country with \$270 billion annually in exports and imports flowing through its seaports and airports. This is 25 percent of the country's total trade. Fifty percent of the imports are destined for markets across the country.

To be sure, the benefits from trade are significant, but trade also imposes a disproportionate burden on a beleaguered surface transportation system. The reauthorization of TEA-21 offers the opportunity to mitigate these burdens by committing funding to selected regional investments.



SOUTHERN CALIFORNIA'S TEA-21 REAUTHORIZATION CONSENSUS

In 2003, the Southern California Association of Governments (SCAG), comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties, joined with public and private organizations throughout California in supporting the California Principles for Reauthorization of TEA-21. The statewide consensus made history and demonstrated California's unified commitment to retaining TEA-21's emphasis on flexible funding, regional choice, and performance-oriented investments in the reauthorization.

Carrying on the work of the California Principles, SCAG and Southern California's transportation authorities and county stakeholders agreed to highlight the regional projects with special economic significance that merit funding in the reauthorization. The Southern California Transportation Delegation agreed that the projects must do the following:

- Honor past commitments, such as previously approved full funding grant agreements for transit projects and funding commitments to close interstate highway gaps;

- Recognize that the region has several central cities and seek the allocation of discretionary funds to address the transit needs of the central cities;

SOUTHERN CALIFORNIA CONSENSUS PROGRAM

TEA-21 Reauthorization

Seek funding to address extraordinary federal requirements, such as the air quality conformity mandate; and

Seek funding that recognizes the region's contribution to the nation, especially in regard to international trade.

On the basis of these objectives, a shortlist of projects was selected. Called the Consensus Program, these priority projects strengthen Southern California's surface transportation system to increase the productivity of existing national investments and ensure the region meets national ambient air quality standards. Each consensus program project is included in Destination 2030, the \$211 billion draft 2004 Regional Transportation Plan (RTP), and the 2001 adopted RTP.

Investment in \$10.6 billion, 29-project Consensus Program is a sound and gainful expenditure: each dollar spent will yield \$4.44 in regional, state, and national economic benefits. Moreover, RTP projects like those featured in the Consensus Program rely heavily on non-federal resources, with 70 percent of Southern California's transportation revenues coming from local taxes.

Innovative financing also plays a vital role in Southern California, where \$60 billion of Destination 2030 projects will be funded by private resources as authorized in TEA-21. Employing the existing credit enhancement programs like the Transportation Infrastructure Finance and Innovation Act (TIFIA) will foster additional innovative public-private partnerships and revenue-backed projects from which a revenue stream sufficient to meet debt service payments will be generated. Southern California will continue to pursue these funds for the predeployment phases of rail, truck capacity enhancement, goods movement and Maglev projects.

The Consensus Program that follows groups projects by county and in an Intra-Regional category. Within those categories, projects are listed in no particular order.



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Imperial County

[1] STATE ROUTE 78/BRAWLEY BYPASS

The bypass improvements will reduce traffic impacts within the County of Imperial and the City of Brawley. This will be the last project in a series to provide a complete expressway from the US/Mexico border to I-10 in Riverside County. Moreover, the project completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES).

Project	Description	Amount
SR-78/Brawley Bypass	Construct 18 miles of 4 lane expressway with interchange and signalization	\$18.0 million for full funding agreement to cover remaining 17 % of cost

[2] STATE ROUTE 98 CORRIDOR IMPROVEMENTS

Reduces traffic impacts within the County and City of Calexico. Connects the New Port of Entry to I-8 and SR-111. Completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES). Traffic projections indicate a 45% increase in traffic by 2020.

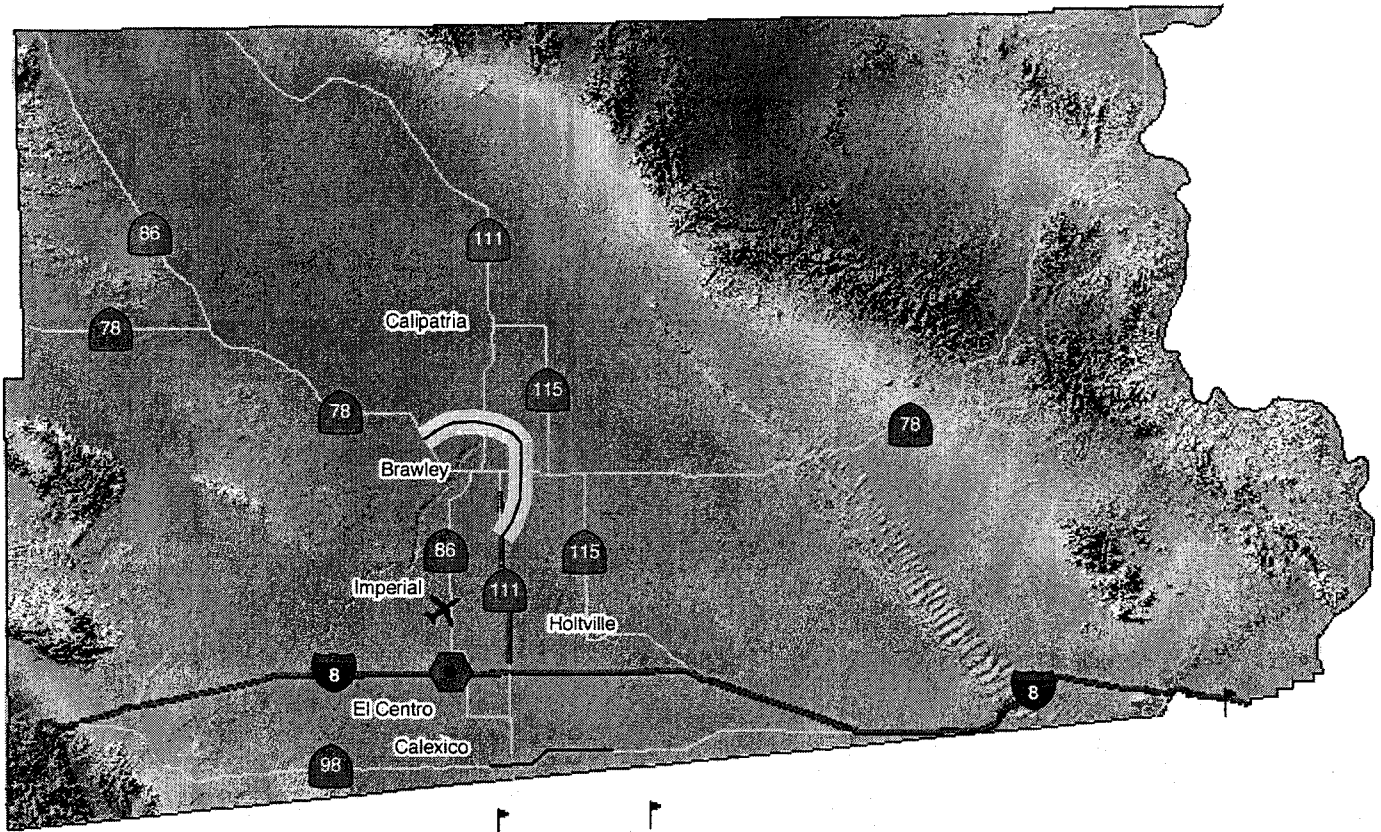
Project	Description	Amount
a. Widening and Realignment (SR-111 East to SR -7)	Widen 8 miles from 2 to 4 or 6 lanes	\$77.5 million for full funding agreement to cover remaining 86 % of cost
b. Widening and signals (Kloke Rd. to SR 111)	Widen 1 mile from 2 to 4 lanes	\$7.0 million for full funding agreement cover remaining 78 % of cost

[3] INTERSTATE 8/IMPERIAL AVENUE INTERCHANGE IMPROVEMENTS






This interchange connects the Northern and Southern portions of the City of El Centro allowing for regional access to existing and future development. Traffic projections indicate an increase of traffic by 50% by the year 2020.

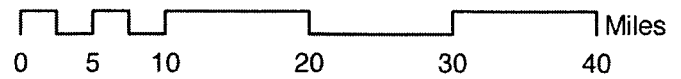
Project	Description	Amount
I-8/Imperial Avenue Interchange Improvements	Reconstruct Interchange to provide access where none currently exists	\$15.5 million for full funding agreement cover 67 % of cost

Imperial County



Legend

-  State Route 78, Brawley Bypass [1]
-  State Route 98, Widenings [2]
-  Interstate 8, Imperial Ave Improvement [3]
-  Airport
-  Ports of Entry



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SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Los Angeles County (see map on Page 12)

[1] EXPOSITION LIGHT RAIL SERVICE

Completion of the Exposition LRT would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments.

Project	Description	Amount
Full funding grant agreement for the Exposition LRT	LACMTA project to extend rail service from downtown LA to Robertson/Venice Blvd.	\$315.6 million for full funding agreement to cover 50% of cost

[2] EASTSIDE LIGHT RAIL SERVICE

Completion of this project would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments. The FTA has recommended the Eastside LRT for a multiyear funding commitment (FFGA).

Project	Description	Amount
Full funding grant agreement for the Eastside LRT	This would link densely populated East Los Angeles with the regional rail/mass transit network at Union Station	\$547.2 million for full funding agreement to cover 60% of cost

[3] GOLDLINE LIGHT EXTENSION

Completion of this project would improve east-west mobility across the 24 mile corridor in the San Gabriel Valley, relieve congestion on existing transportation facilities, and increase interconnectivity between work and educational destinations within the San Gabriel Valley and the Los Angeles region.

Project	Description	Amount
Gold Line Phase II Extension	Improve east-west mobility across a 24 mile corridor in the San Gabriel Valley between Pasadena and Montclair.	

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Los Angeles County (see map on Page 12)

[4] INTERSTATE 405 HOV LANES FROM INTERSTATE 10 TO US-101

Completion of the regional HOV system is an important component of SCAG's Regional Transportation Plan. This project will complete a critical gap in the regional HOV system that will improve air quality, mobility and support ridesharing.

Project	Description	Amount
I-405	HOV Lanes from Route I-10 to Route US 101	\$3.6 million

[5] INTERSTATE 5 ADD 1 MIXED FLOW AND 1 HOV LANE FROM ROSEMEAD TO ORANGE COUNTY

This critical project will eliminate a bottleneck in the regional system allowing for improved mobility as well as air quality along the corridor.

Project	Description	Amount
I-5	Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line	\$222.3 million

[6] INTERSTATE 5 HOV IMPROVEMENTS ROUTE 134 TO ROUTE 170

Completion of the regional HOV system is an important component of SCAG's Regional Transportation Plan. This project will complete a critical gap in the regional HOV system that will improve air quality, mobility and support ridesharing.

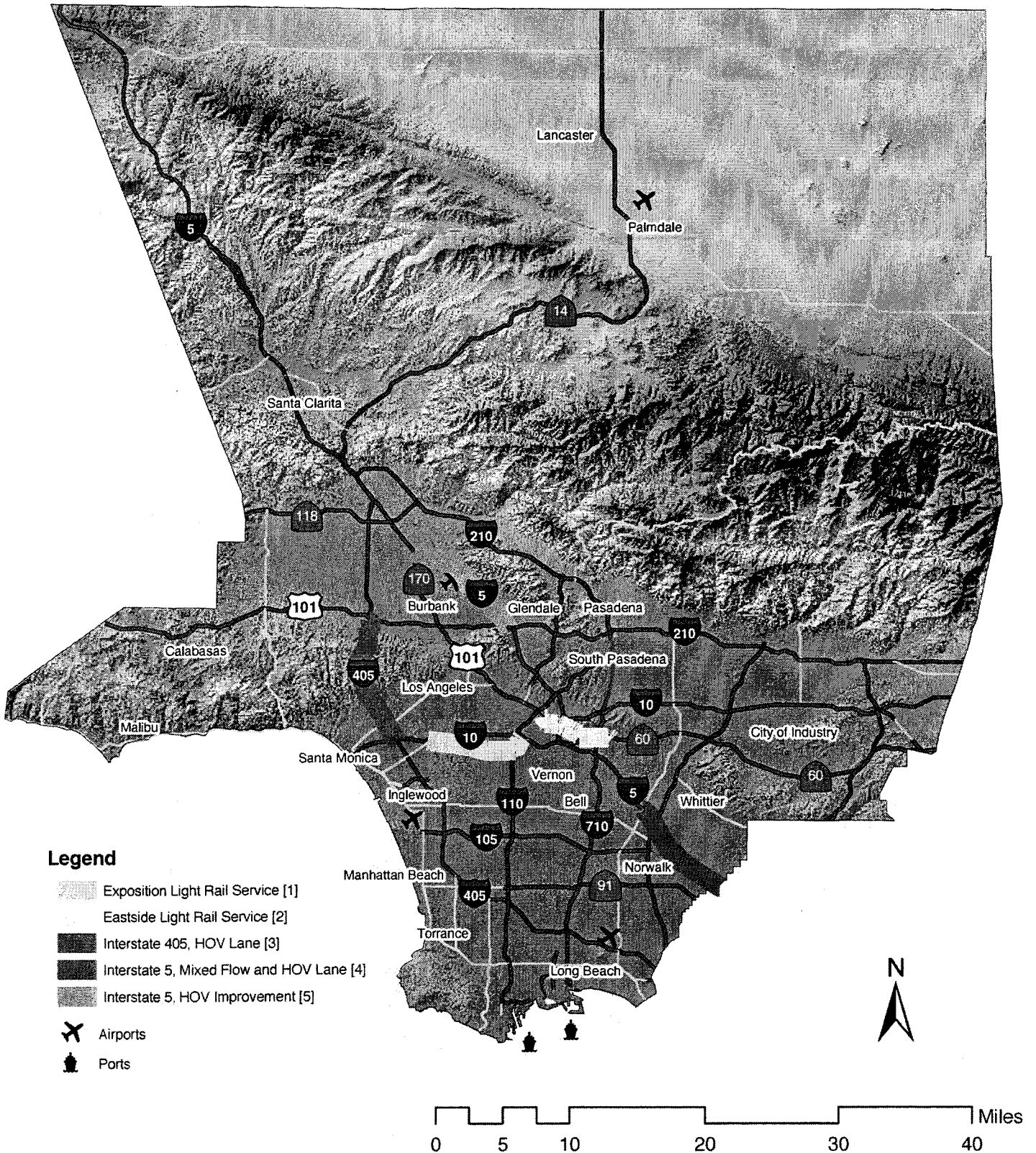
Project	Description	Amount
I-5 HOV Improvements	Route 134 to Route 170	\$182.7 million

[7] ALAMEDA CORRIDOR EAST

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

Los Angeles County



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SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Orange County

[1] CENTERLINE RAIL TRANSIT SYSTEM

This is the first urban rail transit system in Orange County. The system connects the UC campus, John Wayne Airport, and the Santa Ana Transportation Center, serving some of the highest density neighborhoods in the region.

Project	Description	Amount
Authorize a full funding grant agreement for the Orange County CenterLine	From John Wayne Airport to Santa Ana	\$500 million for 50% of the project's cost

[2] BRISTOL STREET MULTI-MODAL CORRIDOR

This project would widen Bristol Street from two lanes to three along the CenterLine right-of-way.

Project	Description	Amount
Bristol Street Widening	Widen Bristol Street In Santa Ana	\$107 million

[3] STATE ROUTE 91 GENERAL-PURPOSE LANE

This project would improve the SR-91 freeway speeds along a ten-mile stretch in Orange County, resulting in a reduction of peak period commute times between Orange and Riverside Counties.

Project	Description	Amount
SR-91 Widening	On SR-91, add one general-purpose lane (or auxiliary lane capacity) in each direction including interchange improvements and freeway to freeway connectors from SR-55 to Riverside County line	Total federal request: \$221.3 million Total project cost is estimated to be \$250 million. Total request assumes 88.53% federal share

[4] STATE ROUTE 57 TRUCK CLIMBING LANE

This project would reduce delays on SR-57.

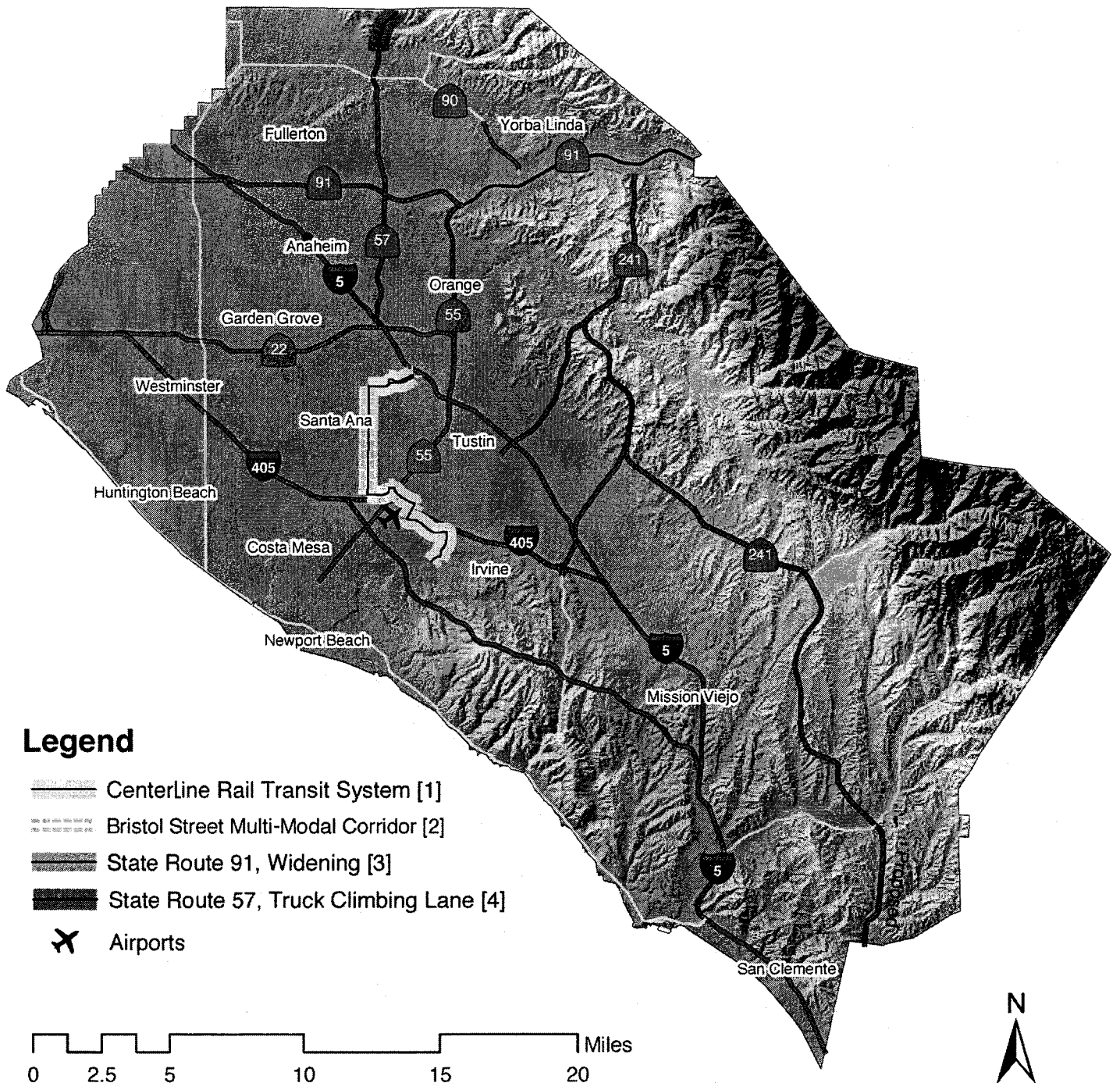
Project	Description	Amount
SR-57 Northbound Truck Climbing Lane	Add truck-climbing lane northbound from Lambert Rd to LA County line	\$66 million

[5] OnTrac (ALAMEDA CORRIDOR EAST)

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

Orange County



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Riverside County

[1] COMMUNITY ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS

The requested funds will address congestion problems of SR-91, the only highway corridor between jobs-rich Orange County and the affordable housing in Riverside County.

Project	Description	Amount
CETAP Riverside County to Orange County Corridor	Continue planning, studies, and preparation of environmental document and partial land acquisition for multi-species habitat	\$100 million

[2] COMMUNITY ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS

The requested funds will continue phase 1 for a new alternative transportation corridor to the I-215 between Riverside and San Bernardino Counties.

Project	Description	Amount
CETAP Moreno Valley to San Bernardino Corridor	Project development costs, including environmental document preparation and land acquisition	\$50 million

[3] NEW METROLINK SERVICE

Riverside County is an important regional commuter rail market and will increasingly be so due to population growth.

Project	Description	Amount
San Jacinto Commuter Rail Line	The initiation of a new service, the San Jacinto Line	\$80 million

[4] STATE ROUTE 91 HOV

This project is a Traffic Congestion Relief Project and is currently programmed in the 2002 RTIP (design and engineering portion only).

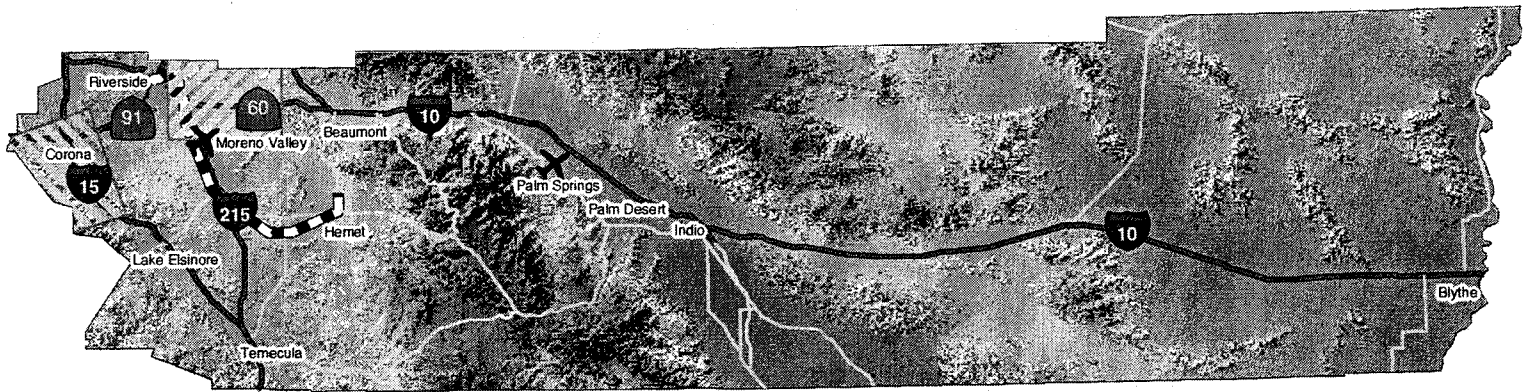
Project	Description	Amount
SR-91 Widening	This project widens SR-91 from Mary Street through the City of Riverside to the SR-91/SR-60/I-215 interchange by adding one HOV lane in each direction	The request is for \$100 million and the total project cost is estimated to be \$170 million

[5] ALAMEDA CORRIDOR EAST






See Alameda Corridor East Improvements in the Intra-Regional Projects section.

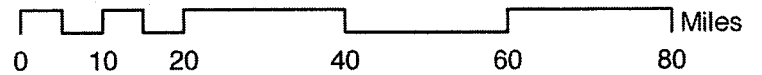
Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

Riverside County



Legend

-  Community Environmental Transportation Acceptability Process (CETAP) Riverside to Orange County [1]
-  Community Environmental Transportation Acceptability Process (CETAP) Moreno Valley to San Bernardino County [2]
-  New Metrolink Service, San Jacinto Line [3]
-  State Route 91, Widening [4]
-  Airports



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

San Bernardino County

[1] GRADE SEPARATION

The Colton crossing project will grade separate the east-west rail lines of the Union Pacific extending toward Arizona and Texas from the combined Burlington Northern/Santa Fe and Union Pacific rail lines that extend north and east toward the Midwest and Chicago to reduce train congestion delay which will benefit both rail freight and commuter rail.

Project	Description	Amount
Colton Crossing	A rail-to-rail grade separation for the at-grade rail crossing that currently constitutes the most serious freight rail bottleneck between the ports and the rest of the United States	\$30 million, 50% of project's cost. Another \$30 million would be needed from the railroads to complete the project

[2] INTERSTATE 15 TRUCKWAY

This truckway will facilitate interstate freight movement from the ports to northeasterly destinations on one of the three major interstate freight corridors that connect Southern California with the rest of the nation (others are I-5 and I-10).

Project	Description	Amount
Northeastern portion of exclusive truckway system connecting the ports and the Los Angeles Metropolitan area with the Great Basin and Rocky Mountain states	Exclusive truckway in the Regional Transportation Plan from the eastern terminus of SR-60 truckway through the Cajon Pass	\$1.5 billion

[3] INTERSTATE 215 WIDENING

The widening would add two mixed flow lanes to I-215 between I-10 and I-210, significantly improving regional mobility.

Project	Description	Amount
I-215 widening	I-10 to I-210	\$100 million

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

San Bernardino County

[4] INTERCHANGE IMPROVEMENTS

Project	Description	Amount
Reconstruction of unsafe and deficient freeway interchanges along Interstate 10 and Interstate 15 impacted by heavy truck volumes	Address serious interchange deficiencies and safety issues, including queuing of trucks onto mainline freeway lanes, by reconstruction of deficient interchanges serving inland distribution centers and cities	\$200 million, 50% of unfunded need

[5] ALAMEDA CORRIDOR EAST

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

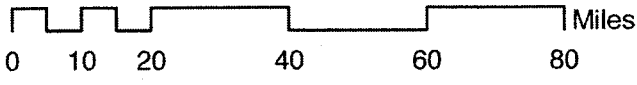
Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

San Bernardino County



Legend

- Colton Crossing Grade Separation [1]
- ▬ Interstate 15, Truckway [2]
- ▬ Interstate 215, Widening [3]
- ✈ Airports



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Ventura County

[1] TRANSPORTATION MANAGEMENT SYSTEM INSTALLATION

Ventura County has an extensive voter- approved smart growth program to balance growth with available transportation capacity and minimize the need for additional highway infrastructure.

Project	Description	Amount
Install Transportation Management System throughout Ventura County	TMS technology to implement Ventura County's comprehensive ITS Program	\$20 million for installation of sensors, control systems and related technologies

[2] PORT INTERMODAL ACCESS

Phase I of the port access project was funded through ISTEA and TEA-21 earmarks, as well as local funds. Local entities have committed \$60 million for this project.

Project	Description	Amount
Port Intermodal Access Improvement Project (Port of Hueneme) Phase II	Construct On-Dock Intermodal Rail Yard, Railroad Grade Separation, and road improvements	Total of \$17 million including \$3 million for On-Dock Intermodal Rail Yard, \$10 million for Grade Separation, and \$4 million for road improvements

[3] PIRU RAIL BRIDGE AND TRACK RESTORATION

This request will complete the rail corridor from Ventura to Santa Paula, Fillmore, Piru, and Rancho Camulos, facilitating a connection to the city of Santa Clarita in Los Angeles County. Once completed, this project will enhance local tourism and economic development. Local agencies are also building a parallel bike path using CMAQ funds.

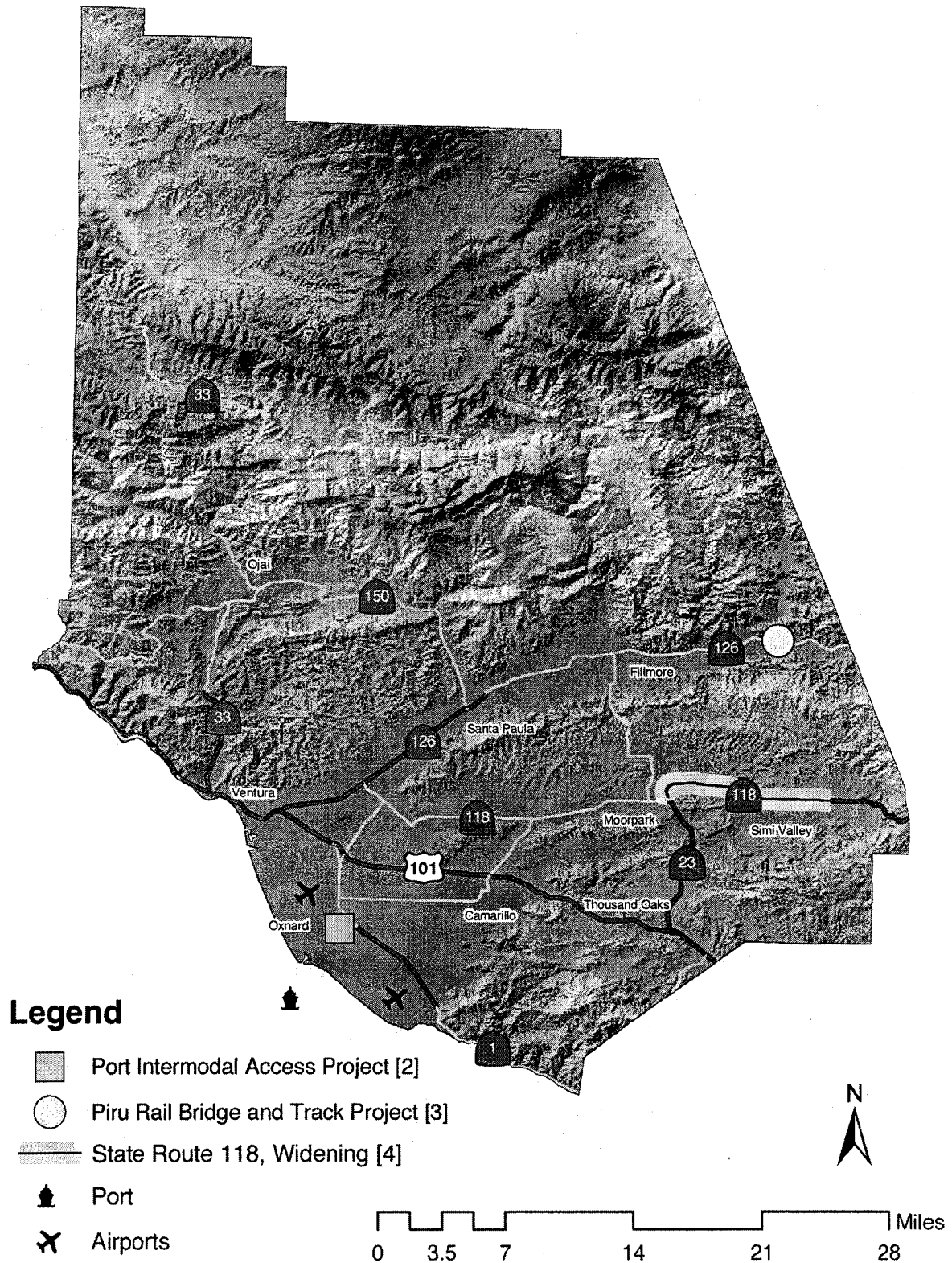
Project	Description	Amount
Piru Rail Bridge and Track Restoration	Restore historic Piru Creek Rail Bridge to re-establish railroad service	\$4 million to repair and reinforce bridge and abutments, as well as to restore tracks

[4] STATE ROUTE 118 WIDENING

This project is a high local priority due to need for congestion relief. Preliminary engineering is fully funded with available State and Federal funds.

Project	Description	Amount
Route 118 Freeway Widening from Tapo Canyon Road to Route 23	Add one freeway lane in each direction on nine-mile freeway segment	\$115 million for final design, right-of-way and construction, including bridge widenings, median safety barriers, and soundwalls

Ventura County



000056

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Intra-Regional Projects

[1] ALAMEDA CORRIDOR EAST (SAN BERNARDINO, RIVERSIDE, ORANGE, LOS ANGELES)

Eastern Los Angeles, northern Orange, western Riverside, and western San Bernardino counties, an area with a population of more than 5 million, are experiencing frequent and increasing delays at railroad crossings, reflecting the rapid increase in freight rail traffic between the ports and the rest of the nation.

Project	Description	Amount
Alameda Corridor East Improvements	A major trade corridor program to mitigate extreme delays caused by increased transcontinental rail traffic from the ports at at-grade highway and arterial crossings	\$1.25 billion, 50% of the project's unfunded need

[2] STATE ROUTE 60 TRUCKWAY

This project will allow the development of a public/private venture to finance a dedicated truckway. With truck volumes expected to increase by nearly 60% the separation of trucks from other traffic will benefit both the shipping industries as well as other users of the highway system.

Project	Description	Amount
Route 60 Truckway	An exclusive truckway from the Ports of Los Angeles and Long Beach to the distribution centers located in the Inland Empire	\$3 billion for the public funding component of the \$4.3 billion project

[3] METROLINK SERVICE IMPROVEMENTS

This request will fund various improvements including the Eastern Area Maintenance Facility, selective double tracking on critical route segments, signal improvements, and communication system improvements. "Small Starts" will be used for Metrolink projects if legislation is enacted.

Project	Description	Amount
Upgrading Metrolink	Various Metrolink Improvements	\$177 million

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Intra-Regional Projects

[4] INTERSTATE 710 COMPLETION

This extension will complete the backbone of the regional highway network, facilitate the movement of trade from the ports to destinations to the north and make an important contribution to meeting the region's air quality conformity requirements.

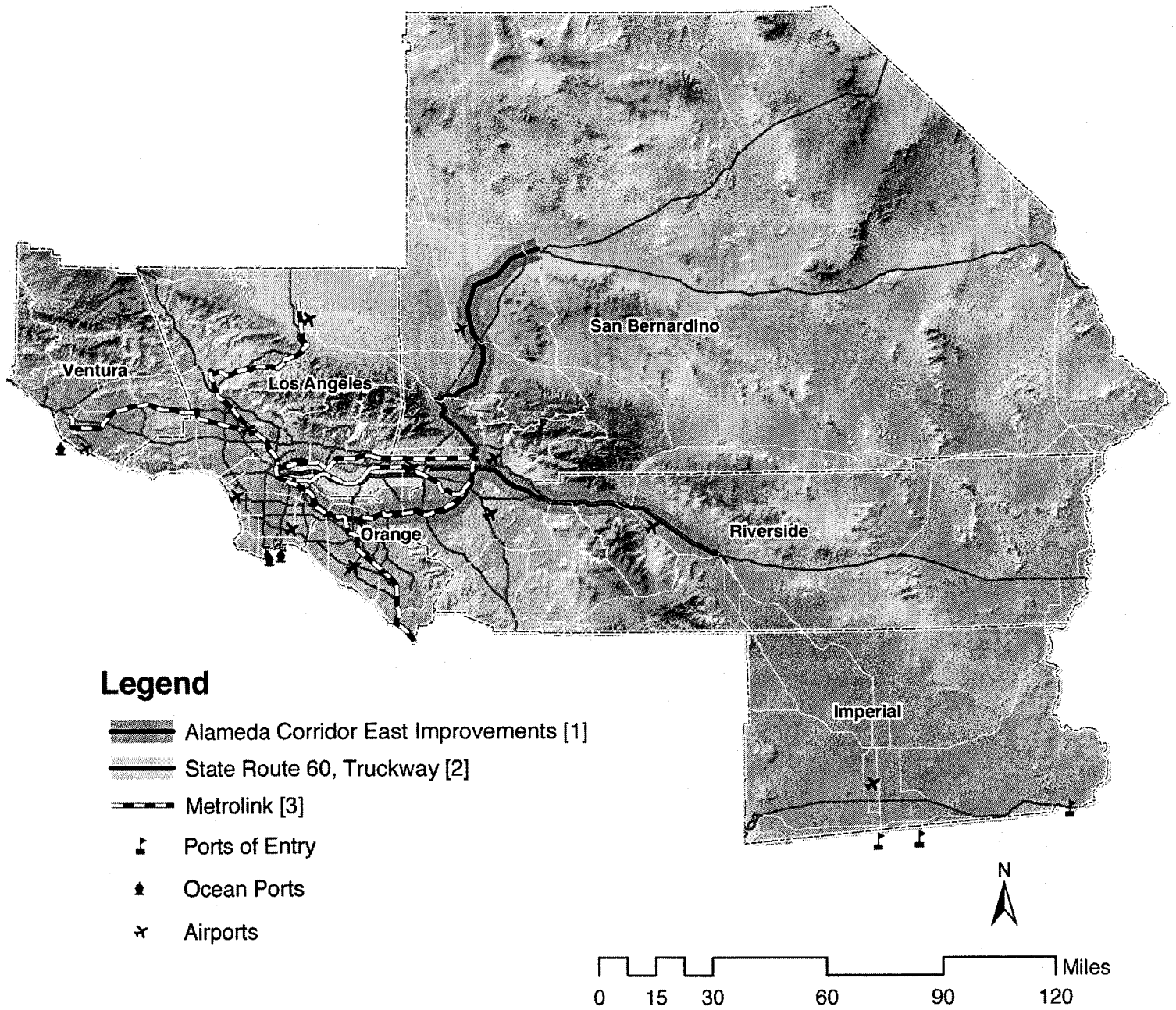
Project	Description	Amount
Commit funding to the I-710 completion	A 6 mile extension of I-710 from I-10 to I-210	\$1 billion

[5] INTERSTATE 710 GERALD DESMOND BRIDGE GATEWAY PROGRAM

The Gerald Desmond Bridge is located in the Port of Long Beach and is a critical link between the Ports of Long Beach and Interstate 710. The Bridge is also a National Highway System Intermodal Connector Route, a National Defense Highway System route, and part of the I-710. Results of the I-710 Major Corridor Study will identify additional projects.

Project	Description	Amount
Gerald Desmond Bridge Improvement program and I-710 Early Action Projects	The program entails demolition and replacement of the Gerald Desmond Bridge and will constitute the first of the I-710 early action projects	\$745 Million

Intra-Regional Projects



000059

CONCLUSION

As you have read, transportation is vital to the 17 million Southern Californians who call the region home. But the importance and economic benefits of a healthy Southern California transportation system do not end there. They extend beyond our region to the entire nation. Growing the national investment in transportation in Southern California benefits everyone.

The future of Southern California's surface transportation system, envisioned in this Consensus Program, now rests in your hands. We in the Southern California Transportation Delegation thank you for your commitment to making transportation in the region a priority. Over the coming weeks and months, we will be in contact with you about the Consensus Program and transportation funding. Please do not hesitate to contact us if we can be of any assistance.

CONTACTS

FOR FURTHER INFORMATION PLEASE CONTACT:

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Mark Pisano

Executive Director

Southern California Association of Governments

818 West Seventh Street, 12th Floor

Los Angeles, CA 90017

(213) 236-1808 Fax: (213) 236-1825

John O'Donnell

Principal

The C2 Group

101 Constitution Ave, NW Suite 900

Washington, DC 20001

(202) 742-4400 Fax: (202) 742-4422

IMPERIAL COUNTY

Bob Ham

County of Imperial

940 Main Street, Suite 208

El Centro, CA 92243

(760) 482-4282 Fax: (760) 352-7876

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Roger Snoble

Chief Executive Officer

Los Angeles County Metropolitan

Transportation Authority

One Gateway Plaza - 25th Floor

Los Angeles, CA 90012

(213) 992-6888 Fax: (213) 922-7447

Anne Miano

Patton Boggs, LLP

2550 M Street, NW

Washington, DC 20037

(202) 457-6120 Fax: (202) 457-6315

ORANGE COUNTY TRANSPORTATION AUTHORITY

Arthur Leahy

Chief Executive Officer

Orange County Transportation Authority

550 S. Main St. P.O. Box 14184

Orange, CA 92863-1584

(714) 560-5584 Fax: (714) 560-5796

James S. McConnell

Attorney at Law

1130 Connecticut Ave NW Suite 300

Washington DC, 20036

(202) 331 8500 Fax: (202) 331 1598

RIVERSIDE COUNTY TRANSPORTATION

COMMISSION

Eric Haley

Executive Director

Riverside County Transportation Commission

P.O. Box 12008

Riverside, CA 92502-2208

(909) 787-7141 Fax: (909)-787-7920

Cliff Madison

President

Madison Associates

254-A Maryland Ave NE

Washington, DC 20002

(202) 543-9395 Fax: (202) 543-4297

SAN BERNARDINO ASSOCIATED GOVERNMENTS

Norm King

Executive Director

San Bernardino Associated Governments

472 North Arrowhead Avenue

San Bernardino, CA 92401

(909) 884-8276 Fax: (909) 885-4407

Jeff Shockey

Partner

Copeland, Lowery, Jacquez, Denton & Shockey

525 9th Street NW Suite 800

Washington, DC 20004

(202) 347-5990 Fax: (202) 347-5941

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

David Solow

Chief Executive Officer

Southern California Regional Rail Authority

700 South Flower Street, Suite 2600

Los Angeles, CA 90017

(213) 452-0200 Fax: (213) 452-0429

David Turch

Turch and Associates

517 Second Street NE

Washington, DC 20002

(202) 543-3744 Fax: (202) 543-3509

Cliff Madison

President

Madison Associates

254-A Maryland Ave NE

Washington, DC 20002

(202) 543-9395 Fax: (202) 543-4297

VENTURA COUNTY TRANSPORTATION COMMISSION

Ginger Gherardi

Executive Director

Ventura County Transportation Commission

950 County Square Drive, Suite #207

Ventura, CA 93003

(805) 642-1591 Fax: (805) 642-4860

John O'Donnell

Principal


The C2 Group

101 Constitution Ave, NW Suite 900

Washington, DC 20001

(202) 742-4400 Fax: (202) 742-4422

MEMO

DATE: January 15, 2003
TO: Administration Committee and Regional Council
FROM: Bert Becker, Chief Financial Officer
(213) 236-1960, becker@scag.ca.gov

RE: Monthly Financial Results for November and December 2003

Information Only

Summary: Monthly financial results for November and December 2003.

Background: This report contains preliminary financial data related to SCAG's cash flow, as well as budget and expense data for the six months ended December 2003. This month, the Membership Dues Status Report is included as Attachment 4.

Cash Flow

During November and December 2003, the Association received Line of Credit (LOC) advances of \$3,185,500 compared to \$3,703,500 in the prior year, a decrease of \$518,000. On a year to date basis, total LOC advances have decreased by \$3,660,500 compared to the prior year. At December 31, 2003, the LOC liability was \$1,790,000 compared to \$3,703,500 in the prior year, a decrease of \$1,913,500.

Attachment 1, "Cash Receipts & Disbursements", graphically illustrates the results of cash receipts and disbursements. During November and December 2003 there were about \$6.2 million in receipts and \$5.8 million in disbursements; compared to \$7.1 million and \$ 7.1 million, respectively in the prior year.

Attachment 2, "Unrestricted Cash Status Comparison", illustrates the amount of unrestricted cash that is available to support the Association's day-to-day operations. The unrestricted cash balance at December 31, 2003 was about \$ 1.7 million. This graph illustrates the unrestricted cash status of the last 12 months and the prior 12 months for comparison. The balance fluctuates based on the timing of when cash is received and payments made, however, the graph clearly shows the improved cash position.

Attachment 3, "Cash Flow Summary", shows the receipts and disbursements during the month of November (3b) and December (3a) and their impact on working capital. The two reports also compare the current month to the same month in the prior year and the current year-to-date period to the same period last year, with variance amounts and the percentage variations.

Attachment 4, "Membership Dues Status Report", shows by jurisdiction, the dues Assessment for FY 03-04, the amount and date paid and the remaining balance. The report is current as of January 13, 2004.

Budget and Expenses

Also attached is the SCAG Agency Wide budget (in larger font size as requested) as well as the General Fund Budget. Both reports are 100% directly generated from the SAP. The Agency Wide budget includes the General Fund.

MEMO

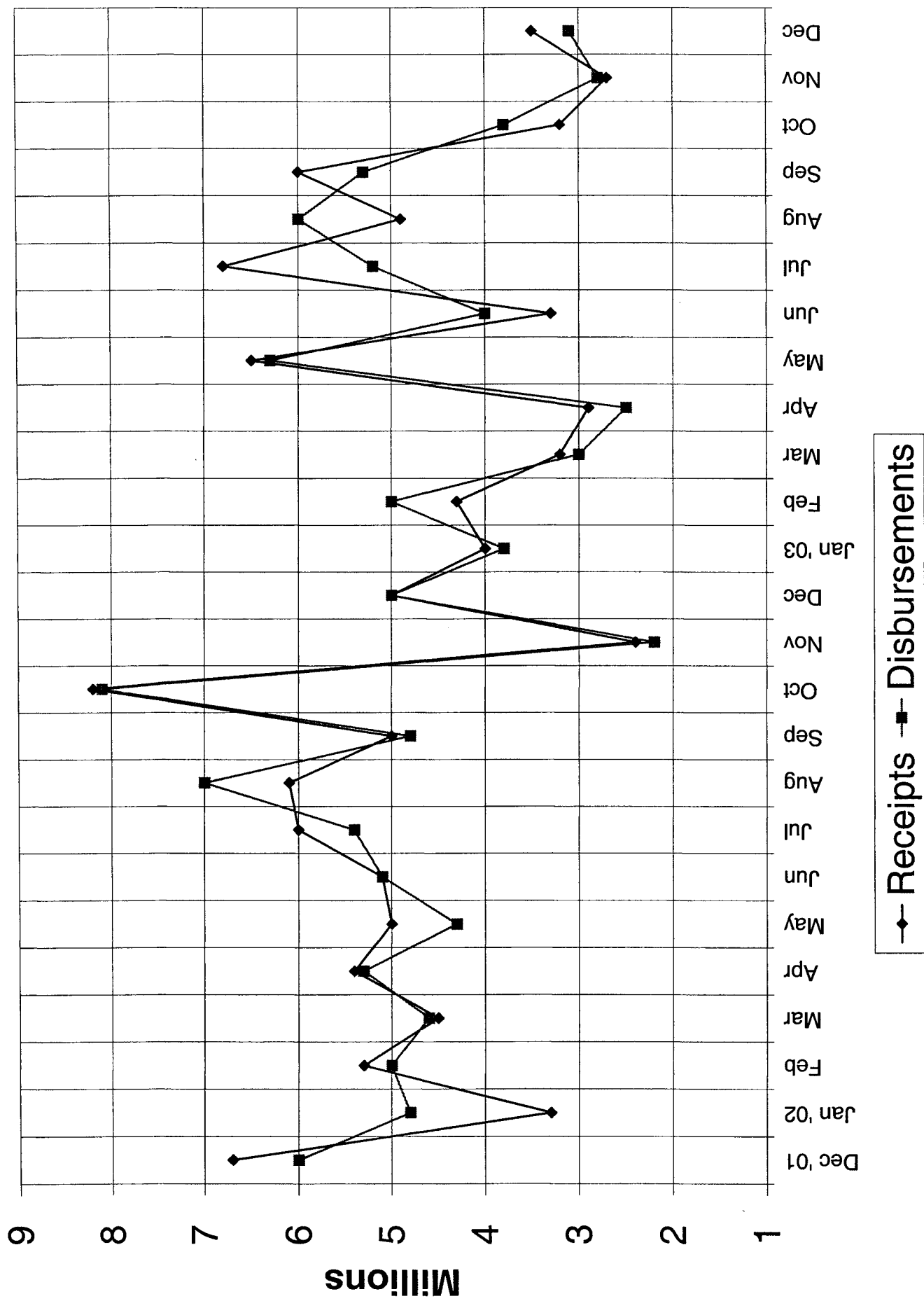
The budgets, year to date expenses as of December 31, 2003, the remaining budget, and the percent of budget used are reported. They also present information about procurement and actual contract commitments against the line item budgets. The Agency Wide report is all-inclusive, and combines the OWP, the General Fund, fringe benefits, indirect costs, and all other projects.

Through the first half of the fiscal year, SCAG's Agency wide expenses are 36% of budget. The total budget is \$27.3 million and we have expended \$9.7 million. This is mainly attributable to consulting and subregional staff costs which are much lower than would be expected at mid-year but are somewhat typical compared to prior years.

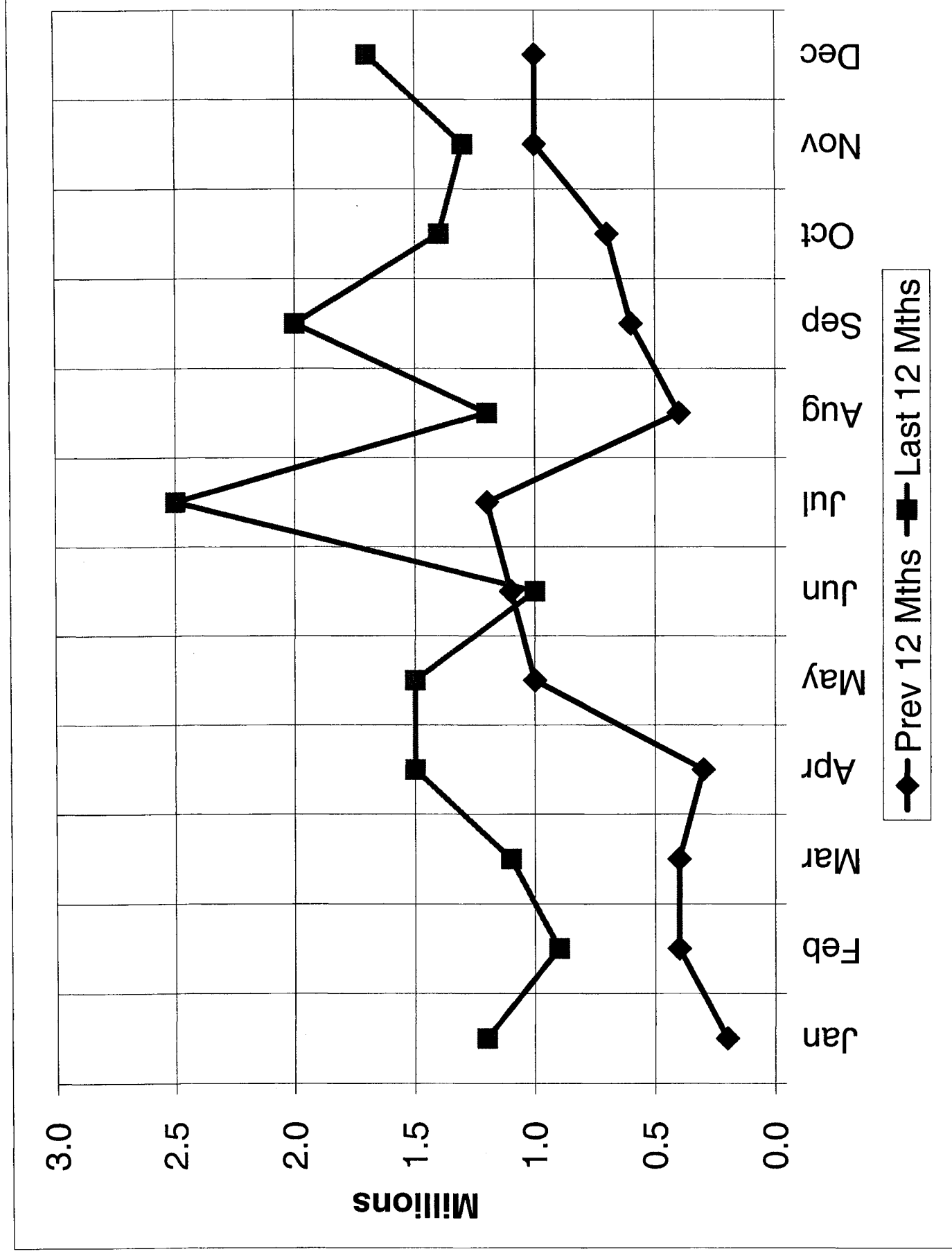
SCAG's General Fund expenses are running at 33% of budget. The total budget is \$1.1 million and actual expenses are \$0.4 million. This is a favorable variance of approx. \$0.2 million in the six month period ending December 2003. The variance is primarily attributable to lower legal expenses and interest on the LOC.

PC Docs 94617

Cash Receipts and Disbursements - Last 24 Months



Unrestricted Cash Status Comparison



Attachment 3a

Comparative Cash Flow Summary
FY04 vs. FY03
Month of December and Year to Date

Categories	December 2003	December 2002	Variance \$	Variance %	July 1, 2003 To Date	July 1, 2002 To Date	Variance \$	Variance %
Working Capital Beginning of Period:	\$ 1,341,684	\$ 955,340	\$ 386,344	40%	\$ 1,218,032	\$ 1,202,431	\$ 15,601	1%
Receipts:			-					
Grants	1,684,438	2,275,313	(590,875)	-26%	14,488,523	16,198,862	(1,710,339)	-11%
TDA	-	-	-	0%	995,000	1,000,000	(5,000)	-1%
Membership Dues	38,990	1,789	37,201	2079%	959,984	913,371	46,613	5%
LOC Draws	1,790,000	2,547,000	(757,000)	-30%	10,343,500	14,004,000	(3,660,500)	-26%
Miscellaneous	17,981	39,958	(21,977)	0%	64,451	573,335	(508,884)	0%
	-							
Total Receipts	3,531,409	4,864,060	(1,332,651)	-27%	26,851,458	32,689,568	(5,838,110)	-18%
Disbursements:								
Total Disbursements	1,727,447	4,209,867	(2,482,420)	-59%	14,891,152	19,569,966	(4,678,814)	-24%
LOC Payments	1,398,561	639,500	759,061	119%	11,431,253	13,352,000	(1,920,747)	-14%
	-							
Total Disbursements	3,126,008	4,849,367	(1,723,359)	-36%	26,322,405	32,921,966	(6,599,561)	-20%
Working Capital End of Period:								
	\$ 1,747,084	\$ 970,033	\$ 777,051	80%	\$ 1,747,085	\$ 970,033	\$ 777,052	80%

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Attachment 3b

Comparative Cash Flow Summary
FY04 vs. FY03
Month of November and Year to Date

Categories	November 2003	November 2002	Variance \$	Variance %	July 1, 2003 To Date	July 1, 2002 To Date	Variance \$	Variance %
Working Capital Beginning of Period:	\$ 1,426,699	\$ 901,487	\$ 525,212	58%	\$ 1,218,032	\$ 1,202,431	\$ 15,601	1%
Receipts:			-					
Grants	1,249,364	1,115,037	134,327	12%	12,804,086	13,923,549	(1,119,463)	-8%
TDA	-	-	-	0%	995,000	1,000,000	(5,000)	-1%
Membership Dues	6,463	5,163	1,300	25%	920,994	911,582	9,412	1%
LOC Draws	1,395,500	1,156,500	239,000	21%	8,553,500	11,457,000	(2,903,500)	-25%
Miscellaneous	14,727	16,400	(1,673)	0%	46,470	533,377	(486,907)	0%
	-	-						
Total Receipts	2,666,054	2,293,100	372,954	16%	23,320,049	27,825,508	(4,505,459)	-16%
Disbursements:								
Total Disbursements	1,507,952	1,237,247	270,705	22%	13,163,705	15,360,099	(2,196,394)	-14%
LOC Payments	1,243,117	1,002,000	241,117	24%	10,032,692	12,712,500	(2,679,808)	-21%
	-	-						
Total Disbursements	2,751,069	2,239,247	511,822	23%	23,196,397	28,072,599	(4,876,202)	-17%
Working Capital End of Period:								
	\$ 1,341,684	\$ 955,340	\$ 386,344	40%	\$ 1,341,684	\$ 955,340	\$ 386,344	40%

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Southern California Association of Governments Agency Wide Budget vs. Expenditures and Commitments

	Period: July - December	Budget	Dec	YTD to Dec	Balance	Pct	Committ-ments	YTD + Comm	Balance	Pc
	9001 ALL STAFF	9,102,829	653,313	4,248,070	4,854,759	47%	-	4,248,070	4,854,759	47%
	54300 SCAG CONSULTANT	10,209,428	467,222	1,252,945	8,956,483	12%	5,574,967	6,827,912	3,381,516	67%
	54330 SUBREGIONAL CONS	621,910	28,016	35,657	586,253	6%	492,456	528,113	93,798	85%
	54340 LEGAL	410,000	7,335	76,602	333,398	19%	-	76,602	333,398	19%
	54350 PROFESSIONAL SVC	790,900	85,105	353,929	436,971	45%	403,455	757,384	33,516	96%
	54400 SUBREGIONAL STAFF	1,206,700	74,499	79,243	1,127,457	7%	866,143	945,386	261,314	78%
	55200 INTERNET ACCESS FEE	6,000	150	978	5,022	16%	1,198	2,176	3,825	36%
	55210 SOFTWARE SUPPORT	139,000	30,075	66,919	72,081	48%	22,071	88,989	50,011	64%
	55220 HARDWARE SUPPORT	42,000	3,138	29,986	12,014	71%	13,252	43,239	(1,239)	103%
	55270 CSC SOFTWARE PURCH	60,000	-	17,584	42,417	29%	12,378	29,961	30,039	50%
	55280 3RD PARTY CONTRIBUTN	2,128,618	-	392,225	1,736,393	18%	1,736,393	2,128,618	-	100%
	55400 OFFICE RENT 818-OFFI	1,300,000	112,473	681,765	618,235	52%	41,058	722,823	577,177	56%
	55410 OFFICE RENT SATELLIT	36,000	3,052	17,180	18,820	48%	-	17,180	18,820	48%
	55420 EQUIPMENT LEASES	356,200	10,393	159,188	197,012	45%	166,924	326,111	30,089	92%
	55430 EQUIP REPAIR-MAINT	24,000	1,144	7,386	16,614	31%	2,046	9,432	14,568	39%
	55440 INSURANCE	230,000	20,824	226,495	3,505	98%	-	226,495	3,505	98%
	55441 PAYROLL PROC - ADP	23,000	3,260	12,484	10,516	54%	-	12,484	10,516	54%
	55510 OFFICE SUPPLIES	90,000	9,171	49,841	40,159	55%	60,207	110,048	(20,048)	122%
	55530 TELEPHONE	110,000	6,865	34,804	75,196	32%	195	34,998	75,002	32%
	55540 POSTAGE	112,500	959	41,212	71,289	37%	3,592	44,804	67,697	40%
	55600 SCAG MEMBERSHIPS	82,500	100	62,708	19,793	76%	-	62,708	19,793	76%
	55620 RESRCE MATER/SUBSC	68,100	1,751	5,922	62,178	9%	47,109	53,031	15,069	78%
	55700 DEP - FURN & FIXTURE	31,623	2,717	16,304	15,319	52%	-	16,304	15,319	52%
	55710 DEPRECIATION - COMP	359,716	30,356	182,134	177,582	51%	-	182,134	177,582	51%
	55730 CAPITAL OUTLAY	25,000	-	-	25,000	0%	-	-	25,000	0%
	55800 RECRUITMENT NOTICE	20,000	1,170	2,443	17,557	12%	-	2,443	17,557	12%
	55810 PUBLIC NOTICES	20,000	9,177	11,025	8,975	55%	7,133	18,158	1,842	91%
	55820 STAFF TRAINING	46,100	-	1,095	45,005	2%	-	1,095	45,005	2%
	55910 RC/COMMITTEE MEETIN	20,000	931	7,239	12,761	36%	-	7,239	12,761	36%
	55920 OTHER MEETING EXPENS	63,050	3,453	4,022	59,028	6%	10,047	14,069	48,981	22%
	55930 MISC. OTHER	50,569	1,095	20,070	30,499	40%	3,281	23,351	27,218	46%
	55940 STIPEND-RC MTG	130,000	9,250	57,450	72,550	44%	-	57,450	72,550	44%
	55950 TEMPORARY HELP	37,056	31,704	214,367	(177,311)	578%	10,435	224,801	(187,745)	607%
	55970 INTEREST ON BANK LOC	160,000	10,961	39,729	120,271	25%	-	39,729	120,271	25%
	55972 RAPID PAY FEES	135,000	6,951	51,371	83,629	38%	-	51,371	83,629	38%
	55980 CASH CONTRIBU PROJ	10,000	8,617	8,304	1,696	83%	-	8,304	1,696	83%
	56100 PRINTING	154,000	30,532	50,927	103,073	33%	17,977	68,903	85,097	45%
	58100 TRAVEL	246,750	5,450	52,856	193,894	21%	-	52,856	193,894	21%
	58200 TRAVEL-REGISTRATION	34,750	472	11,378	23,372	33%	-	11,378	23,372	33%
	58500 AMPO BOARD EXPENSE	3,200	1,414	1,414	1,786	44%	-	1,414	1,786	44%
	58600 NARC BOARD EXPENSE	4,500	-	-	4,500	0%	-	-	4,500	0%

Southern California Association of Governments
Agency Wide Budget vs. Expenditures and Commitments

Period: July - December	Budget	Dec	YTD to Dec	Balance	Pct	Commitments	YTD + Comm	Balance	Pct
58700 RC APPROVED COSTS	82,300	-	9,239	73,061	11%	-	9,239	73,061	11%
58999 UNALLOCATED RESERVE	44,888	-	-	44,888	0%	-	-	44,888	0%
60001 VACATION LEAVE	-	25,007	75,277	(75,277)		-	75,277	(75,277)	
60020 SICK LEAVE BUYBACK	-	(1,530)	(7,013)	7,013		-	(7,013)	7,013	
60100 SEVERANCE/VAC REBATE	-	-	9,825	(9,825)		-	9,825	(9,825)	
60110 RETIREMENT-PERS	628,221	89,403	393,352	234,869	63%	-	393,352	234,869	63%
60200 HEALTH INS.	755,424	54,819	337,778	417,646	45%	-	337,778	417,646	45%
60210 DENTAL INS.	81,000	8,356	45,543	35,457	56%	-	45,543	35,457	56%
60220 VISION INS.	28,477	2,388	13,982	14,495	49%	-	13,982	14,495	49%
60225 LIFE INSURANCE	127,300	8,548	49,943	77,357	39%	-	49,943	77,357	39%
60230 MED/DEN REBATE	232,776	27,378	140,242	92,534	60%	-	140,242	92,534	60%
60240 MEDICARE TX EMPLRS	130,280	8,444	51,798	78,482	40%	-	51,798	78,482	40%
60300 TUITION REIMBURSEMENT	10,000	-	60	9,940	1%	-	60	9,940	1%
60310 BUS PASSES	55,665	491	13,224	42,441	24%	-	13,224	42,441	24%
60320 CARPOOL REIMBURSEMENT	5,000	280	1,645	3,355	33%	-	1,645	3,355	33%
60330 BUS PASS-TAXABLE	34,335	3,571	18,860	15,475	55%	-	18,860	15,475	55%
60400 UNEMP/WORKCOMP IN	240,000	-	462,525	(222,525)	193%	-	462,525	(222,525)	193%
60410 MISC. EMP. BENE	25,000	-	-	25,000	0%	-	-	25,000	0%
60415 SCAG 457 MATCH	61,000	1,024	13,846	47,154	23%	-	13,846	47,154	23%
60450 BENEFITS ADMIN FEES	4,000	226	1,432	2,568	36%	-	1,432	2,568	36%
Grand totals:	31,246,940	1,901,497	10,217,079	21,029,861	33%	9,492,315	19,709,394	11,537,546	63%

**Southern California Association of Governments
General Fund Budget vs. Expenditures and Commitments**

	Period: July - December	Budget	Dec	YTD to Dec	Balance	Pct	Commitments	YTD + Comm	Balance	Pct
9001										
9901	FRINGE BENEFIT BRDN	6,099	-	1,048	5,050	17%	-	1,048	5,050	17%
9914	IC BURDEN	20,861	-	3,859	17,002	18%	-	3,859	17,002	18%
9916	IC ADJUSTMENT	-	-	915	(915)	999%	-	915	(915)	999%
54340	LEGAL	200,000	3,196	18,368	181,632	9%	-	18,368	181,632	9%
54350	PROFESSIONAL SVC	280,000	48,425	125,110	154,890	45%	148,415	273,525	6,475	98%
55600	SCAG MEMBERSHIPS	-	-	11,985	(11,985)	999%	-	11,985	(11,985)	999%
55730	CAPITAL OUTLAY	25,000	-	-	25,000	0%	-	-	25,000	0%
55910	RC/COMMITTEE MEETIN	20,000	931	7,239	12,761	36%	-	7,239	12,761	36%
55920	OTHER MEETING EXPENS	15,000	-	-	15,000	0%	-	-	15,000	0%
55930	MISC. OTHER	10,000	-	18,419	(8,419)	184%	-	18,419	(8,419)	184%
55940	STIPEND-RC MTG	130,000	9,250	57,450	72,550	44%	-	57,450	72,550	44%
55970	INTEREST ON BANK LOC	160,000	10,961	39,729	120,271	25%	-	39,729	120,271	25%
55972	RAPID PAY FEES	135,000	6,951	51,371	83,629	38%	-	51,371	83,629	38%
55980	CASH CONTRIBU PROJ	10,000	8,617	8,304	1,696	83%	-	8,304	1,696	83%
58100	TRAVEL	17,000	968	10,441	6,559	61%	-	10,441	6,559	61%
58200	TRAVEL-REGISTRATION	3,000	37	2,140	860	71%	-	2,140	860	71%
58500	AMPO BOARD EXPENSE	3,200	1,414	1,414	1,786	44%	-	1,414	1,786	44%
58600	NARC BOARD EXPENSE	4,500	-	-	4,500	0%	-	-	4,500	0%
58700	RC APPROVED COSTS	82,300	-	9,500	72,800	12%	-	9,500	72,800	12%
	Grand totals:	1,135,000	90,750	370,625	764,375	33%	148,415	519,040	615,960	46%

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS						
DUES PAYMENT SCHEDULE						
FOR THE FISCAL YEAR 2003-04						
as of January 13, 2004						
		DUES				
	UNINC POP	ASSESSMENT				
	COUNTIES/TOTAL	2003-04	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES					
COUNTIES (6)						
IMPERIAL	33,750	5,831	5,831	-	09/15/03	
LOS ANGELES	1,048,600	107,567	107,567	-	07/28/03	
ORANGE	109,800	32,601	32,601	-	10/14/03	
RIVERSIDE	465,800	47,240	47,240	-	09/26/03	
SAN BERNARDINO	295,700	35,462	35,462	-	06/09/03	
VENTURA	95,200	16,585	16,585	-	07/28/03	
SUB-TOTAL	2,048,850	245,286	245,286	0		
CITIES (163) (*)						
ADELANTO	19,400	1,597	1,597	-	07/29/03	
AGOURA HILLS	21,950	1,764	1,764	-	05/30/03	
ALHAMBRA	88,900	6,654	6,654	-	06/30/03	
ANAHEIM	337,400	24,096	24,096	-	07/14/03	
APPLE VALLEY	58,900	4,577	4,577	-	07/14/03	
ARCADIA	55,500	4,345	4,345	-	05/22/03	
ARTESIA	17,000	1,421	1,421	-	07/17/03	
AVALON	3,320	332	332	-	07/28/03	
AZUSA	47,150	3,760	3,760	-	07/24/03	
BALDWIN PARK	79,600	6,013	6,013	-	08/29/03	
BARSTOW	23,000	1,841	1,841	-	05/28/03	
BEAUMONT	13,800	1,200	1,200	-	05/22/03	
BELL	38,250	3,151	3,151	-	10/10/03	
BELLFLOWER	76,400	5,792	5,792	-	12/22/03	
BELL GARDENS	45,750	3,670	3,670	-	12/01/03	
BEVERLY HILLS	35,350	2,942	2,942	-	07/07/03	
BIG BEAR LAKE	5,875	509	509	-	07/17/03	
BRADBURY	920	166	166	-	05/23/03	
BRAWLEY	22,550	1,808	1,808	-	05/27/03	
BREA	37,950	3,130	3,130	-	05/23/03	
BUENA PARK	80,600	6,079	6,079	-	06/25/03	
BURBANK	104,500	7,987	7,987	-	07/28/03	
CALABASAS	21,100	1,708	1,708	-	08/29/03	
CALEXICO	31,800	2,699	2,699	-	08/05/03	
CALIMESA	7,325	608	608	-	06/16/03	
CALIPATRIA	7,625	630	630	-	11/03/03	
CAMARILLO	60,500	4,687	4,687	-	06/04/03	

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DUES PAYMENT SCHEDULE
FOR THE FISCAL YEAR 2003-04
as of January 13, 2004

		DUES				
	UNINC POP	ASSESSMENT				
	COUNTIES/TOTAL	2003-04	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES					
CARSON	94,800	7,063	7,063	-	08/15/03	
CATHEDRAL CITY	47,300	3,771	3,771	-	08/01/03	
CERRITOS	54,200	4,256	4,256	-	07/22/03	
CHINO	70,700	5,394	5,394	-	07/28/03	
CHINO HILLS	73,000	5,549	5,549	-	06/06/03	
CLAREMONT	36,100	2,997	2,997	-	05/27/03	
COACHELLA	26,750	2,356	2,356	-	07/28/03	
COLTON	50,200	3,970	3,970	-		
COMMERCE	13,200	1,167	1,167	-	07/18/03	
COMPTON	97,000	7,217	7,217	-	06/10/03	
CORONA	137,000	10,230	10,230	-	08/04/03	
COVINA	48,700	3,870	3,870	-	07/11/03	
CUDAHY	25,450	2,257	2,257	-	01/12/04	
CULVER CITY	40,250	3,284	3,284	-	07/28/03	
CYPRESS	47,650	3,792	3,792	-	05/27/03	
DANA POINT	36,250	3,008	3,008	-		DROPPED
DESERT HOT SPRING	17,200	1,443	1,443	-	12/01/03	
DIAMOND BAR	59,000	4,588	4,588	-	07/07/03	
DOWNEY	111,700	8,484	8,484	-	07/27/03	
DUARTE	22,400	1,797	1,797	-	07/14/03	
EL CENTRO	38,900	3,196	3,196	-	07/07/03	
EL MONTE	121,900	9,191	9,191	-	07/07/03	
EL SEGUNDO	16,700	1,410	1,410	-	09/16/03	
FILLMORE	14,700	1,267	1,267	-	07/25/03	
FONTANA	145,800	10,837	10,837	-	07/14/03	
GARDEN GROVE	169,900	12,506		12,506		
GARDENA	60,100	4,654	4,654	-	06/02/03	
GLENDALE	202,700	14,781	14,781	-	08/18/03	
GLENDORA	51,500	4,069	4,069	-	11/13/03	
GRAND TERRACE	12,100	1,089	1,089	-	07/25/03	
HAWAIIAN GARDENS	15,600	1,333	1,333	-	05/30/03	
HAWTHORNE	87,400	6,544	6,544	-	07/18/03	
HEMET	62,200	4,809	4,809	-	05/22/03	
HERMOSA BEACH	19,350	1,587	1,587	-	07/23/03	
HIDDEN HILLS	2,000	244	244	-	05/16/03	
HIGHLAND	47,400	3,781	3,781	-	07/15/03	
HOLTVILLE	5,675	497	497	-	06/04/03	
HUNTINGTON BEACH	197,000	14,384	14,384	-	06/04/03	
HUNTINGTON PARK	64,000	4,931	4,931	-	07/25/03	
IMPERIAL	8,450	686	686	-	05/16/03	
INDIAN WELLS	4,400	409	409	-	06/09/03	
INDIO	54,500	4,268	4,268	-	05/23/03	

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FOR THE FISCAL YEAR 2003-04						
as of January 13, 2004						
		DUES				
	UNINC POP	ASSESSMENT				
	COUNTIES/TOTAL	2003-04	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES					
INDUSTRY	800	155	155	-	07/29/03	
INGLEWOOD	117,000	8,849	8,849	-	06/13/03	
IRVINE	164,900	12,163	12,163	-	07/31/03	
IRWINDALE	1,490	199	199	-	05/19/03	
LA CANADA FLINTRI	21,200	1,719	1,719	-	05/22/03	
LA HABRA	61,200	4,732	4,732	-	05/22/03	
LA HABRA HEIGHTS	6,075	520	520	-	05/23/03	
LA MIRADA	48,900	3,881	3,881	-	05/30/03	
LA PALMA	15,950	1,355	1,355	-	05/30/03	
LA QUINTA	30,450	2,610	2,610	-	08/11/03	
LA VERNE	32,900	2,776	2,776	-	07/24/03	
LAGUNA BEACH	24,600	1,951	1,951	-	08/04/03	
LAGUNA NIGUEL	65,100	5,008	5,008	-	10/24/03	
LAKE ELSINORE	33,050	2,787	2,787	-	05/20/03	
LAKE FOREST	77,300	5,847	5,847	-	05/28/03	
LAKEWOOD	82,300	6,201	6,201	-	07/07/03	
LANCASTER	126,100	9,479	9,479	-	06/13/03	
LAWNDALE	32,850	2,776	2,776	-	07/28/03	
LOMA LINDA	20,150	1,642	1,642	-	07/14/03	
LOMITA	20,850	1,698	1,698	-	07/24/03	
LONG BEACH	481,000	34,039	34,039	-	06/05/03	
LOS ALAMITOS	11,800	1,067	1,067	-	05/30/03	
LOS ANGELES	3,864,400	253,554	253,554	-	07/25/03	
LYNWOOD	72,600	5,527	5,527	-	08/13/03	
MALIBU	13,300	1,167	1,167	-	05/30/03	
MANHATTAN BEACH	36,300	3,008	3,008	-	05/30/03	
MAYWOOD	29,150	2,522	2,522	-	09/12/03	
MONROVIA	38,450	3,162	3,162	-	07/07/03	
MONTCLAIR	34,300	2,876	2,876	-	06/06/03	
MONTEBELLO	64,700	4,974	4,974	-	06/02/03	
MONTEREY PARK	63,400	4,886	4,886	-	08/12/03	
MOORPARK	34,550	2,887	2,887	-	08/28/03	
MORENO VALLEY	150,200	11,146	11,146	-	05/30/03	
MURRIETA	57,000	4,444	4,444	-	07/21/03	
NEEDLES	5,225	465	465	-	06/13/03	
NEWPORT BEACH	80,000	6,035	6,035	-	09/08/03	
NORCO	25,250	2,246		2,246		
NORWALK	108,700	8,274	8,274	-	06/06/03	
OJAI	8,000	653	653	-	05/30/03	
ONTARIO	165,700	12,218	12,218	-	05/16/03	
OXNARD	181,800	13,334	13,334	-	08/21/03	
PALM DESERT	43,900	3,539	3,539	-	05/30/03	

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

DUES PAYMENT SCHEDULE

FOR THE FISCAL YEAR 2003-04

as of January 13, 2004

		DUES				
	UNINC POP	ASSESSMENT				
	COUNTIES/TOTAL	2003-04	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES					
PALM SPRINGS	44,000	3,550	3,550	-	07/07/03	
PALMDALE	127,200	9,556	9,556	-	06/05/03	
PARAMOUNT	57,300	4,466	4,466	-	10/07/03	
PASADENA	142,200	10,594	10,594	-	07/30/03	
PICO RIVERA	65,900	5,063	5,063	-	08/11/03	
PLACENTIA	49,100	3,903	3,903	-	07/24/03	
POMONA	156,500	11,577	11,577	-	05/22/03	
PORT HUENEME	21,800	1,764	1,764	-	07/17/03	
RANCHO CUCAMON	146,700	10,904	10,904	-	07/21/03	
RANCHO MIRAGE	14,950	1,288	1,288	-	07/24/03	
RANCHO PALOS VERDES	42,800	3,461	3,461	-	07/18/03	
REDLANDS	67,600	5,174	5,174	-	05/23/03	
REDONDO BEACH	66,500	5,107	5,107	-	07/14/03	
RIALTO	96,600	7,185	7,185	-	08/06/03	
RIVERSIDE	274,100	19,720	19,720	-	05/19/03	
ROLLING HILLS	1,940	233	233	-	07/17/03	
ROLLING HILLS EST	8,050	653	653	-	07/14/03	
ROSEMEAD	56,100	4,378	4,378	-	07/25/03	
SAN BERNARDINO	194,100	14,185	14,185	-	07/31/03	
SAN BUENAVENTURA	104,300	7,965	7,965	-	05/19/03	
SAN CLEMENTE	60,700	4,699	4,699	-	07/14/03	
SAN DIMAS	36,450	3,020	3,020	-	07/02/03	
SAN FERNANDO	24,500	1,940	1,940	-	06/06/03	
SAN GABRIEL	41,550	3,372	3,372	-	05/19/03	
SAN MARINO	13,450	1,178	1,178	-	08/18/03	
SANTA CLARITA	162,900	12,019	12,019	-	07/24/03	
SANTA FE SPRINGS	17,100	1,432	1,432	-	07/15/03	
SANTA MONICA	89,300	6,677	6,677	-	05/28/03	
SANTA PAULA	28,950	2,499	2,499	-	07/14/03	
SEAL BEACH	24,900	1,974	1,974	-	05/16/03	
SIERRA MADRE	10,950	1,012	1,012	-	05/30/03	
SIGNAL HILL	10,300	968	968	-	07/25/03	
SIMI VALLEY	117,700	8,893	8,893	-	07/28/03	
SOUTH EL MONTE	21,950	1,764	1,764	-	11/18/03	
SOUTH GATE	100,300	7,688		7,688		
SOUTH PASADENA	25,250	2,246	2,246	-	07/23/03	
TEMECULA	75,000	5,693	5,693	-	07/14/03	
THOUSAND OAKS	124,000	9,335	9,335	-	08/01/03	
TORRANCE	144,400	10,749	10,749	-	06/11/03	
TUSTIN	69,800	5,328	5,328	-	07/25/03	
TWENTYNINE PALMS	25,150	2,246		2,246		
UPLAND	71,800	5,472	5,472	-	07/28/03	

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as of January 13, 2004

		DUES				
	UNINC POP	ASSESSMENT				
	COUNTIES/TOTAL	2003-04	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES					
VICTORVILLE	72,500	5,516	5,516	-	06/06/03	
WALNUT	31,400	2,677	2,677	-	06/16/03	
WEST COVINA	110,500	8,396	8,396	-	07/17/03	
WEST HOLLYWOOD	37,300	3,085	3,085	-	12/01/03	
WESTLAKE VILLAGE	8,775	707	707	-	06/02/03	
WESTMORELAND	2,190	255	255	-	05/20/03	
WHITTIER	86,400	6,477		6,477		
YORBA LINDA	62,700	4,842	4,842	-	07/07/03	
YUCAIPA	45,400	3,638	3,638	-	05/22/03	
YUCCA VALLEY	17,950	1,487	1,487	-	06/04/03	
SUB-TOTAL	13,915,685	1,022,513	991,350	31,163		
GRAND TOTAL	15,964,535	1,267,799	1,236,636	31,163		
(*) 163 cities out of 186 possible						
ADD: NEW MEMBERS						
RCTC		15,000	15,000	-	09/12/03	
VCTC		10,000	10,000	-	10/07/03	
OCTA		25,000	25,000	-	12/08/03	Billed 11/19/03
ADJUSTED GRAND TOTAL		1,317,799	1,286,636	31,163		
Prepared by: Betty B. Araos- 01/13/2004						
Doc#87952						